



B CAR

That's learning to drive!

Driver Training in Steps



The best **preparation** for your driving test!



This book teaches you to drive a car. Step-by-step. Everything is covered: you as a driver, your car, all the important actions and manoeuvres, the environment and the traffic rules. A proven fact: this guide helps you to get your driver's licence in one go.



VEKABEST

Module 1 Vehicle control 30

Control	M1-S1	Checks outside the car	31
	M1-S2	Checks in the car	37
	M1-S3	Getting in	42
	M1-S4	Getting out	45
	M1-S5	Sitting position	47
	M1-S6	Holding the steering wheel	50
	M1-S7	Adjusting the mirrors	53
Operation	M1-S8	Starting and switching off	56
	M1-S9	Accelerating	60
	M1-S10	Scan	62
	M1-S11	Steering	67
	M1-S12	Position	71
	M1-S13	Braking	75
	M1-S14	Declutching	78
	M1-S15	Stopping	81
	M1-S16	Using the clutch pedal	85
	M1-S17	Using the gear lever	88
	M1-S18	Technical method driving away	92

Module 2 Simple traffic situations 95

M2-S19	Driving away and stopping	96
M2-S20	Following distance	103
M2-S21	Space around the car	106
M2-S22	Oncoming traffic	111
M2-S23	Being overtaken	115
M2-S24	Intersections	119
M2-S25	Turning off	126
M2-S26	Hill test	134
M2-S27a	Reversing (in a straight line)	137
M2-S27b	Reversing (indicated bend)	140
M2-S28	Parking (parking in a queue, parking in a parking space, parking on a hill)	145
M2-S29a	Turning round (half turn)	156
M2-S29b	Turning round (crossing)	159

Module 3 Complex traffic situations 162

Special road sections	Moving	M3-S30	Changing lane and moving sideways	163
		M3-S31	Passing	168
		M3-S32	Overtaking	172
		M3-S33	Merging	178
		M3-S34	Exiting	184
		M3-S35	Roundabouts	188
		M3-S36	Home zones	192
		M3-S37	Railway crossings	195
		M3-S38	Pedestrian crossings	199
		M3-S39	Tram and bus stops	202

Module 4	Responsible (driving)behaviour	206
M4-S40	Difficult conditions	207
M4-S41	Your own route preparation	210
M4-S42	ROSO training	212
M4-S43	Environmentally responsible driving	214
M4-S44	Defensive driving	217
M4-S45	Suitable and decisive driving	220
M4-S46	Mindset and responsibility	222
Module 5	Introduction to the driving test	225
Module 6	Introduction ADAS and safety systems	229
Module 7	Introduction control exercises	235

Self-reflection (look back)

We mentioned earlier that each script in this book ends with a self-reflection exercise. Then together with your instructor you see if you have sufficiently mastered the script. You and your instructor use two reference points to able to judge your level:

- the 'phase 2 step 4' reference point for learning a script,
- the 'phase 3 step 8' reference point for learning a script.

Comparing your knowledge/behaviour/skills with these reference points gives you a good picture of where you are up to.

Example Script: 30, Changing lane and moving sideways

▼ Step 4

You unnecessarily impede other traffic or affect the traffic flow. You adjust your speed wrongly and incorrectly use the available space. Your behaviour is difficult to predict because of your poor communication with other road users.

#example

▼ Step 8

You always adjust your speed so you hinder other traffic as little as possible and do not affect the traffic flow. You make sure you safely use the available space. Your behaviour is predictable because you communicate well with other road users.

#example

MODULE

1

Introduction to Module 1

1

Vehicle control

During this module you will learn all the technical actions involved with driving a car (getting in and out, steering, accelerating, braking, etc.). You do not yet have to know all the traffic rules; your instructor will help you through the traffic.

At the end of this module your instructor will have you take a test. You must then be able to use all the actions you have learned. Your instructor checks if you have mastered them. He also looks to see if you can control the speed of your car.

Good vehicle operation and vehicle control are the necessary foundations for your driver training. This means you can only move on to module 2 when you can carry out all actions in module 1 'fully automatically'.

The better your foundations, the quicker you will go through module 2 and the others. It is perfectly normal to spend approximately half of your driver training on module 1.

New (semi-)autonomous vehicle functions

Safety and auxiliary systems in cars are being developed at pace. More and more tasks of the driver are being automatically supported or even (partly) taken over by electronic systems (also see Section 6 – ADAS and safety systems).

But as a driver you are still responsible for your own driving behaviour. So do make sure that you are very familiar with the operation and restrictions of the auxiliary systems, and always stay alert to be able to act in good time.

- ▶ Below
- ▶ Against the traffic
- ▶ Tyres/bodywork
- ▶ Bonnet release lever

- ▶ Fluids
- ▶ Closing the bonnet
- ▶ Lighting/good view

Checks outside the car

Your car journey already starts before you get in. You must first do a number of checks to be certain that you can safely go out on the road.

Driver

You have a number of 'administrative' obligations as a driver. First make sure that you have your driver's licence and registration certificate with you, and that the number plates on your car are clearly readable and firmly fixed. You must also be certain that your car has a valid MOT certificate (see test certificate). You do not need to have a certificate of insurance (green card) with you in the EU but it is a good idea to have one.

Car

Your car must be in good condition; this is safer and better for the environment. So you must have the car properly maintained according to the manufacturer's specifications. You must also carry out a number of checks before departing such as inspecting the tyre pressure, the lights and the fluid levels.

The surroundings

A car that is unsafe is not only a danger to yourself, it means other road users are also exposed to your risks. Or you may cause a lot of inconvenience if you break down in an awkward place. Many attempts to start (if your engine won't start straight away) or a leaky exhaust also cause a lot of noise nuisance.

In practice

1 Below

If you walk to your car you can look under it without having to bend down. A good driver makes a habit of this. There may be fluid under the car, or maybe one of the tyres has a puncture. Sometimes animals or small children will crawl under a car. If you make a habit of doing this check, you will immediately notice if something is wrong.

2 Against the traffic

Always walk against the traffic when you are checking your car (so along the front of the car if it is parked on the right). You can then see approaching traffic arriving and won't be startled by passing drivers. You must look at a few things during your checks.



Walk along the front of the car then you won't be startled by passing drivers.

3 Tyres/bodywork

Look for damage to the bodywork or lights. You will notice a number of things straight away, for example a boot lid that is not closed properly, loose trim or broken glass on lights.

The tyres also require extra attention. We start with the tread: if a tyre has too little tread, water drainage and grip on the road surface is less. In rain you have a much longer stopping distance and run the risk of your car getting out of control. A tyre must (legally) have tread at least 1.6 mm deep. You can use a depth gauge to check the depth of the tread.

It is best to not wait until the last moment before buying your new tyres; replace them when the tread is still ± 2.5 mm deep.

Also make sure that your tyres have the right pressure. A soft tyre causes higher fuel consumption and poorer handling. The tyre also becomes warmer and wears faster. A too hard tyre also affects handling, it bounces and the surface wears quickly.

You can find the right tyre pressure in your car's instruction booklet or on a sticker on the inside of the tank cap. In any case check the pressure once a month and preferably when the tyres are cold. If the tyres are still warm from driving, you must add 0.3 bar to the tyre pressure shown (correction factor). The higher temperature also causes the pressure in the tyre to increase. Also check the spare wheel. Make sure that each tyre has a valve cap to prevent dirt from getting into the valve and air escaping.



Check the tyre pressure once a month for better safety, less wear and lower fuel consumption.



In the winter months it is a good idea to fit winter tyres on your car. You can see these tyres by a deeper tread and by the marks on the side of the tyre.

Finally, you must look for damage and uneven wear. Uneven wear means poorly functioning shock absorbers or wheel imbalance. In that case call in a motor mechanic.

4 Bonnet release lever

The bonnet must be opened to be able to check the fluids. Make sure you can find the unlocking lever (usually left under the dashboard) without looking. You can then keep an eye on the traffic and it doesn't take so long.

Then open the bonnet by operating the lever with your hand under the edge of the bonnet. This takes a bit of practice. Lift the bonnet up and put it on the support. Some bonnets have lifting cylinders so they automatically stay open.

5 Fluids

Check: the engine oil, the coolant, the brake fluid, the clutch fluid and the windscreen washer fluid. If necessary top up with the prescribed fluid. See the instruction booklet.

Most fluids have a reservoir which shows a minimum and maximum level. The fluid level must stay between these marks. The engine must have been switched off for several minutes to be able to check the engine oil. The oil then drops to the bottom of the crankcase. You check the level with a dip stick or a control indicator on the dashboard.

With a 12 volt-battery* check that the battery terminals are clean and that the battery is firmly secured. Leakage current (due to dirt and moisture on the battery) and loose terminals can cause failures.



Regularly check the levels of the engine oil, coolant, brake fluid and windscreen washer fluid.



You check the oil level with a clean lint-free cloth. There is a minimum and maximum mark on the bottom of the dip stick.

* With vehicles with a combustion engine this battery is used to power the starter motor, and to provide power to accessories such as the lighting, electric windows and radio when the combustion engine is not running.

Besides the large, high-voltage battery pack used for the drive, electric cars also have a 12-volt battery to power the accessories.

Do not forget to close the bonnet properly and check that it is locked.



6 Closing the bonnet

To close the bonnet take hold of the middle of the bonnet and let it fall shut from a height of about 30 cm. Check that the bonnet is firmly shut: if you can no longer lift the bonnet and there is no more movement in the bonnet it will have shut properly.

7 Lighting/good view

Regularly check your car's reflectors and that the lights are working. You can do this by switching the lights on then walking around the car. Do not forget to also check your hazard warning lights. You can check the brake lights by putting the car in front of a reflective surface and pressing the brakes.

Check the lights with the engine switched off; this is better for the environment.

*Also check the lighting.
If this is set incorrectly have it re-adjusted as soon as possible.*





An air-pressure gauge shows exactly if the tyres are at the right pressure.



Make sure you know how to use your jack and try to change a wheel yourself.

Points for attention for checks outside the car

Below	Look under the car and check for leaking fluids, deflated tyres, objects and pets or other animals.
Against the traffic	Walk against the traffic during the checks and look out for other traffic.
Tyres/bodywork	Tread depth, damage, wear patches and tyre pressure. Remember the valve caps. Check the glass on the lights.
Bonnet release lever	Find the bonnet lever without having to look and keep an eye on the traffic.
Fluids	Check the windscreen washer fluid, brake fluid, clutch fluid and engine oil (switch the engine off for a few minutes before checking). Level between minimum and maximum.
Closing the bonnet	Check firm closing and locking.
Lighting/good view	Switch the lights on and check that all lights are working properly. Check the brake lights using a reflective surface.

Self-reflection

▼ Step 4

The checks are still not second nature to you. This means you would leave without knowing the technical condition of your car.

▼ Step 8

Always walk around the car before getting in. Check if there is anything under the car, if the bodywork is damaged and/or that all doors, the bonnet and the boot are properly closed. Look at the tread depth and the wear pattern on the tyres. Regularly measure the tyre pressure and check the fluids. Before you drive away clean all the windows if necessary.



INKIJKEXEMPLAAR

de rest van dit hoofdstuk is
niet beschikbaar in het inkijkexemplaar



MODULE

2



Simple traffic situations



In module 1 you learned actions to operate and control the car. No knowledge of the traffic rules was yet needed for this. In this module the emphasis lies on driving on the road. You learn to judge and act in simple situations. If you want to master this quickly, good knowledge of the traffic rules is required.

You also learn how special actions must be carried out. This will probably not be a big problem because you can already carry out the technical actions (module 1).

Module 2 also ends with a test. Your instructor or a fellow instructor will hold this test. The main points are: driving at simple intersections and special actions. During the test you must name a number of scripts.

At the end of the test the result is discussed with you. The result is noted on your instructor's instruction card and on your learner card. Any points for attention must first be practised again before you can continue with module 3.

Driving away

- ▶ Scan
- ▶ Giving right of way
- ▶ Indicating direction
- ▶ Technical method driving away
- ▶ Scan

Stopping

- ▶ Scan
- ▶ Giving right of way
- ▶ Indicating direction
- ▶ Technical method of stopping

Driving away and stopping

Driver

You may only drive away or stop if you do not endanger or inconvenience other traffic. So good scanning alone is not enough. You must be able to judge the whole traffic situation and adapt your timing and speed to match it.

Car

You must sometimes accelerate more quickly to ensure safety and the traffic flow. You may then change up a gear later; the engine runs faster and supplies more power. With an automatic you press the accelerator pedal fully in so the kickdown mechanism is switched on. The automatic transmission then changes one or more gears down so you can accelerate faster. If you have to stop, take your foot off the accelerator pedal as early as possible. Then you use the coasting capability of the car and you save fuel. Make sure that you do not (unnecessarily) impede the traffic flow.

The surroundings

When driving away you must judge the surroundings and traffic situation well and adapt your behaviour. If for example you want to drive away outside a built-up area, you have a big speed difference to consider. If you are parked in a residential area there may be children playing. Also remember the busyness of traffic, your view, the weather conditions, etc.

A poorer view when driving away from the left-hand side of the road makes scanning even more important.



In practice: driving away

Driving away from the parked position

If you drive away from a parked position you make a special manoeuvre. You may not inconvenience other traffic. This happens as follows:

- ▶ **Scan:** first look to see if you have a sufficient view and be extra careful if this is not the case. Look in front, in your mirrors and over your shoulder. Before you start driving decide where you want to go and assess your manoeuvring space.
- ▶ **Giving right of way:** accurately estimate the distance and speed of approaching drivers. Only then can you take a good decision about the right time to drive away. Realise that some road users (for example moped riders) may drive faster than permitted.
- ▶ **Indicating direction:** just before you drive away, you must indicate direction. Do not do this too early, or others may think that you are already driving away. Although in principle you may not hinder anyone when driving away, in busy Dutch traffic you will sometimes still cause a little inconvenience. Do this carefully with awareness and do not endanger safety.
- ▶ **Technical method driving away:** we have covered this in script 18.
- ▶ **Scan:** keep an eye on vehicles in front of you (will they suddenly start driving more slowly?) and behind you (do they see that you have merged?).

Driving away from the right-hand side of the road

If you are on the right of the road and not too close in front of or behind another vehicle, you can easily decide when you can drive away. You simply look in the rear-view mirror, in front of you, in the left wing mirror and over your left shoulder. If your car is too close behind a wide vehicle, first drive a few metres back.



Before and while driving away you must scan correctly and in this situation particularly look for oncoming traffic.



Indicating direction too early creates confusion. Other drivers may think that you are suddenly going to drive away.

Driving away from the left-hand side of the road

If you are parked on the left the manoeuvre is more difficult because you are 'on the wrong side' in the car (it is harder to judge the situation). You must now look in the rear-view mirror, in front of you, in the right wing mirror and over your right shoulder. In this case you must really look around or you will have an insufficient view. Take account of oncoming traffic. You must indeed first drive away over the left-hand half of the road. Continue looking carefully in front of the car and scan again (and look over your shoulder) a number of times. Clearly indicate direction and carry out the manoeuvre calmly and controlled.

Driving away after a stop in traffic

- ▶ **Scan:** if you are stationary in traffic you must scan continuously. Then you know exactly what is happening behind, next to and in front of the car.
- ▶ **Giving right of way:** when you drive away you must particularly look out for pedestrians, cyclists and moped riders. Sometimes these vulnerable road users do not follow the traffic rules.
- ▶ **Indicating direction:** when driving away normally after a stop in traffic indicating direction is not necessary.

- **Technical method driving away:** we have covered this in script 18.
- **Scan:** when you are driving away, scan around continuously to prepare yourself for the next traffic situation you must cope with. Remember that the traffic situation can change quickly. Vehicles in front can for example suddenly brake or turn off. Adapt your acceleration behaviour (a little) to let overtaking vehicles pass smoothly. And don't forget to keep an eye on the vehicles behind you.



If you want to drive away in a built-up area or from a lay-by for example, bear in mind that you will immediately be driving into fast-moving traffic.



Before and while driving away you must scan correctly, and in this situation particularly look out for cyclists and motorised bicycles.

Driving away from an exit

This is also a special manoeuvre. You must give right of way to other traffic and hinder it as little as possible.

- **Scan:** look to see if traffic is arriving from the left or right, or if there is an oncoming road user driving straight on. Decide where you want to drive so you can keep to a smooth driving line. If another driver wishes to drive into the exit while you want to drive out of it, the right of way rules apply. Choose the best solution together with the other driver.
- **Giving right of way:** you must give everyone right of way, so also playing children and pedestrians on the pavement.
- **Indicating direction:** you obviously indicate your direction. Switch your indicator off again as soon as you are driving in the intended place.
- **Technical method driving away:** we have covered this in script 18.
- **Scan:** also after this form of driving away you must continue to observe and assess the traffic situation and road users in your surroundings.



Carefully look out for other road users and stationary vehicles before reversing.



If you leave the exit here you must give way to the other traffic. So also to a pedestrian.

In practice: stopping

Stopping outside traffic

- ▶ **Scan:** look far enough out in front to be able to find a suitable place to stop or park in good time. Check if the driver behind you knows that you want to stop. Give a braking signal if necessary.
If you are going to stop on the right-hand side of the road, look in the right wing mirror and over your right shoulder. You repeat scanning before you steer to the right. You observe differently when stopping on the left-hand side of the road. You look in front of your car for an opportunity to stop. If there is no oncoming traffic, look in your left wing mirror again and to the left, so not over your left shoulder (if your mirrors are properly adjusted this is not necessary).
- ▶ **Giving right of way:** here you may also not hinder anyone (unnecessarily). Sometimes for example it is a good idea to stay behind cyclists if you want to park or drive into an entrance. You then don't have to stop on the road, so other traffic is hindered less.
- ▶ **Indicating direction:** indicate your direction early on so others know what you are going to do.
- ▶ **Technical method stopping:** you may now brake and come to a stop. If you stop next to the pavement, check that you are not damaging your tyres. When you have stopped, apply your parking brake (handbrake) and with an automatic switch to the P position. Check that it is properly engaged.

Points for attention for driving away and stopping

Driving away from the parked position

Scan	Scan and look over your shoulder. Decide where you want to drive and look for available space.
Giving right of way	Allow traffic approaching from in front and behind to pass. Pay attention to your speed, distance and unexpected behaviour by others.
Indicating direction	Indicate direction when driving away, then switch your indicator off.
Technical method of driving away	Drive away as taught. The speed depends on the situation.
Scanning	Scan the speed and distance to the vehicle in front. Pay attention to the driver behind you.

Driving away after a stop in traffic

Scan	Scan around the car. Look out for two-wheelers riding in between and drivers who overtake, brake or change direction.
Giving right of way	Look out for unexpected behaviour by pedestrians, cyclists and moped riders.
Indicating direction	Indicating direction after a stop in traffic is not necessary.
Technical method of driving away	Pay attention when vehicles in front start driving and always act on time so you can move in and drive with the traffic flow. Also see script 18.
Scan	Scan in front and behind and prepare for the next traffic situation.

Driving away from an exit

Scanning	Scan the situation and decide where you want to drive.
Giving right of way	Give everyone right of way, also pedestrians and playing children.
Indicating direction	Indicate direction when leaving the exit, then switch your indicator off.
Technical method of driving away	Drive away as taught.
Scanning	Pay attention to the situation in front of you and the driver behind you.

Stopping outside traffic

Scan	Look for an opportunity to stop. Look in the rear-view mirror, outside mirror and over your shoulder. Give a braking signal if necessary.
Giving right of way	Do not hinder anyone, continue driving behind cyclists.
Indicating direction	Indicate direction to the side you are going to stop.
Technical method of stopping	Brake as taught. Look out for the curb. Use the parking brake.



INKIJKEXEMPLAAR

de rest van dit hoofdstuk is
niet beschikbaar in het inkijkexemplaar



MODULE

3



Introduction to Module 3

3

Complex traffic situations

You have now arrived in module 3. This module covers complicated traffic situations. You will learn to judge situations quickly, predict the behaviour of other road users, and adapt your actions to the situation. Knowledge of the traffic rules, good vehicle control and decisiveness alone are therefore not enough.

You must also be able to predict and act upon the behaviour of other road users. Special attention is paid to familiar intersections with a complicated infrastructure.

- | | |
|------------------------|------------------------|
| ▶ Scan | ▶ Indicating direction |
| ▶ Space around the car | ▶ Steering |
| ▶ Scan | ▶ Indicator |
| ▶ Giving right of way | ▶ Scan |

Changing lane and moving sideways

Driver

If you change lane or move sideways you shift your driving line. You do this for example if there is an obstacle on your half of the road, if the road surface is (seriously) damaged or if you want to overtake. You may not hinder anyone immediately before, during or after the manoeuvre. No dangerous situations or damage may be caused. A good understanding of traffic and 'special attention' are therefore required to safely carry out the manoeuvre.

Points for attention:

- You may never move to a place where another driver has clearly prepared to move to. So you must be able to move depending on the situation of the drivers in your surroundings.
- Moving across a number of lanes in one movement is not allowed. You must therefore always have driven straight on for a short while in a lane before you may change lane again. Many drivers do not respect this rule.
- Match your speed with the vehicles in front and with the traffic in the other lane.
- If you are turning off in a situation with a number of lanes, you must continue to follow the selected lane until after the bend. In such a situation look as far as possible in the bend to decide your driving line.

You must indicate direction with any 'significant' sideways movement. Should you have not seen another road user, he can then still alleviate your mistake. Whether changing the driving line is a 'significant sideways movement' depends on the situation.

A small movement on a narrow road soon becomes a significant movement. The same movement on a wide road will barely be noticeable so is not seen as significant.



With a number of merging vehicles you may create space by moving to the left-hand lane. When you do this do not impede the traffic approaching from behind.



Remember that the lorry just in front of you is going to merge: look in the mirrors to see if you can move out to the left.

In practice

1 Scan

First look in front of you before you move to the left. Then look in the rear-view mirror, in the left wing mirror and to the left side (in the blind spot). First look in front of you before making a sideways movement to the right. Then look in the rear-view mirror, in the right wing mirror and over your right shoulder.

2 Space around the car

You must match your speed to the vehicle in front and to the traffic in the lane you want to join. Make sure of sufficient clear space in front of, next to and behind the car. Do not cut anyone off.

3 Scan

Repeat scanning and look in the blind spot. Do not look fully behind; that is dangerous. Turning your head takes a few seconds. This means at 50 km/h you soon drive 30 m without looking in front. Another disadvantage is while turning your head you can inadvertently turn the steering so you move off course.

4 Giving right of way

Carrying out a side movement is a special manoeuvre. You must give way to everyone. Remember the speed differences.

5 Indicating direction

If you are hindering no one indicate direction. Continue driving in the lane for a few moments then start the movement.

*If you want to
change lane you
must indicate.*



6 Steering

Carry out the movement smoothly. Steering too much and too quickly is dangerous. The car can then easily start to skid. This will also startle other road users.

7 Indicator

Switch your indicator off again as soon as you have moved into the new position. The direction indicators on most cars have 2 positions specially for this type of movement:

1. **The direction indicators stop flashing** as soon as you release the switch (sometimes they flash another 2 to 3 times before they stop).
2. **The direction indicators continue to flash** until you push the switch back.

Position 1 ideal for this type of manoeuvre.

Position 2 used for turning off, merging, etc.

8 Scan

You continue scanning in the new position. Mainly look out for being overtaken.

Finally: you use this script for any traffic situation where your driving line requires it, also when not changing lane, for example for driving past an obstacle on a road in a built-up area.



Drivers must drive as far as possible to the right and there is sufficient space to the right. Look in the rear-view mirror, right wing mirror and over your right shoulder, indicate direction and go to the right-hand lane.



Only change lane when allowed, you may not use the white diagonal stripes or chevrons.

Points for attention for changing lane and moving sideways

Scan	Scan in the mirrors for space to change lane.
Space around the car	Adapt your speed to the other traffic. Make sure of sufficient clear space in front of, behind and next to the car.
Scan	Look forwards, in the rear-view mirror, left or right wing mirror and in the blind spot.
Giving right of way	Give everyone right of way and look out for speed differences.
Indicating direction	Indicate direction and wait for a few moments before moving.
Steering	Steer in a smooth line to the other lane.
Indicator	Direction indicator in neutral.
Scan	Scan in the mirrors and look out for overtaking vehicles.

Self-reflection

▼ Step 4

You unnecessarily impede other traffic or affect the traffic flow. You adjust your speed wrongly and incorrectly use the available space. Your behaviour is difficult to predict because of your poor communication with other road users.

▼ Step 8

You always adjust your speed so you hinder other traffic as little as possible and do not affect the traffic flow. You make sure you safely use the available space. Your behaviour is predictable because you communicate well with other road users.



► Scan

► Space around the car

► Scan

► Steering

► Position

Passing

Driver

Passing stationary objects on the road is call 'passing'. Such objects can be vehicles or a container. You must observe the situation in good time to notice any potential danger or inconvenience. No dangerous situations may be caused before, during or after passing.

When passing, you often come onto the road section of your oncoming road users. You must stop on time to let them drive on. Whether you can drive on or have to stop not only depends on any oncoming road users; the width of the road, the available space and the clarity of the situation are also important.

By judging a situation well in advance you will not have to unnecessarily wait. You then spare the environment and lower your fuel consumption. More about this is to come in module 4.



To improve the traffic flow you will still have to pass the parked delivery van over the solid line here. Look out carefully in such a case.

You must clearly 'communicate' with other road users about what you are going to do. If for example you continue driving for too long against the road axis and brake late, you give the impression that you want to drive on. The approaching vehicle will then react by suddenly braking or even accelerating. Then a dangerous situation occurs that you could easily have prevented.



INKIJKEXEMPLAAR

de rest van dit hoofdstuk is
niet beschikbaar in het inkijkexemplaar

MODULE

4

Introduction to Module 4

4

Responsible (driving)behaviour

You have now learned all the necessary knowledge and skills and can use them in your immediate surroundings. In module 4 you learn how to act in new situations. You learn to recognise them and use the correct scripts. Attention is also paid to attitude and mindset.

You learn to drive defensively and be social and responsible in all circumstances. At the end of this module you will be a smooth, decisive driver who drives suitably for the conditions.

When you have sufficiently mastered module 4, you will be excellently prepared for practical test category B. The examiner expects you to easily and safely cope with the situations, also if you make a mistake yourself.

Difficult conditions

Light and the weather have a clear effect on your powers of observation. During your driving lessons you must learn how to cope with these situations.

Driving at twilight

As twilight falls daylight fades and colours become fainter. The rising or setting sun can considerably impede your visibility. Moderate your speed and switch your lights on. Take account of drivers with no lights on. Remember that traffic signs then reflect less, even if you have your lights on.

Driving in the dark

You see less and are not seen so clearly. Ambient light (such as street lighting or illuminated advertising) and light from oncoming traffic mean your eyes have to continuously adapt to varying visibility conditions.

A number of tips/points for attention:

- Take account of poor lighting of other vehicles. Cyclists in particular often ride without lights,
- If there is no footpath or cycle/moped lane, pedestrians walk (unlit) on the road,
- Wide loads are often poorly marked, particularly on agricultural vehicles,
- Parked vehicles or vehicles still partly on the road when turning off are often difficult to see,
- Light beams from an approaching vehicle turning off (in the distance) can confuse you about the course of your own road,
- Look out for unlit obstacles and fallen loads,
- In darkness also try to make out objects outside your own light beam,
- Use the light beam from the vehicle in front to observe further ahead,

- Do not look directly into the headlights of oncoming vehicles,
- Verge posts (white and red), green reflectors, lamp posts, line markings, traffic signs, signposts and traffic lights can help you to orient yourself.



Driving in the dark requires more attention because colours fade and your visibility is poorer.



Remember that your eyes must again get used to bright daylight when you drive out of the tunnel.



You are more clearly visible with low beam headlights, also on roads with many trees.



Nothing and no one can be clearly seen through dazzling light reflection.

A generally known fact is that many drivers have poor eyesight. They should wear glasses but fail to do so. So remember that your fellow road users may have great difficulty observing, certainly in the dark. This is an extra reason to switch your lights on in good time and drive at a moderate speed.

Difficult conditions

Besides twilight and the dark there are many other difficult conditions that you as a car driver must safely cope with.

- Examples include a limited view or a slippery road caused by mist, rain, snow or frost,
- Cross winds (gusts) can also be awkward and dangerous,

- Rutting, both on wet and dry road surfaces, can also unpleasantly surprise you.

You will probably encounter them during your driver training, but you may also only be confronted with them later. Scanning well, anticipating and driving suitably mean you can often prevent these difficult conditions from causing you problems. The infrastructure can also cause awkward situations. For example:

- Before/inside/after a tunnel you must be prepared for changing light conditions and unpredictable behaviour by fellow road users,
- Busy intersections, particularly in the city, with cyclists, buses, trams and vehicle traffic on all sides can test your driving ability to the extreme, certainly if you are not familiar with the local situation.

Automatic lighting

Many drivers have the switch for low beam headlights in the 'automatic' position and assume that they automatically switch themselves on in all conditions. In tunnels this is usually not a problem because it is dark enough inside. In mist this is a different story. You are responsible yourself as the driver. You must take extra care with automatic lighting in your car in mist. Mist or rain is not always detected by light sensors. It is therefore better to manually select low beam headlights in these conditions.

Self-reflection

▼ Step 4

You often do not drive at a safe speed and not in a safe space. You do not adjust your speed effectively and unnecessarily impede others. You use spaces that others were planning to use and communicate unclearly. You carry out actions carelessly and steer abruptly. You make insufficient use of the equipment in the vehicle.

▼ Step 8

You drive at a safe speed in all conditions and always drive in a safe space. You adjust your speed effectively to impede others as little as possible, give extra space to others and communicate clearly. You carry out actions with extra care and avoid abrupt steering movements. You make optimal use of the equipment in the vehicle.

Your own route preparation

Before you start driving, ask yourself if you really have to use the car. Many people jump in the car out of habit, also for short trips, and unnecessarily burden the environment and cause more traffic. Cold engines over short distances also emit many harmful substances and consume a lot of extra fuel.

Sometimes the bus or train is a better alternative (also for longer trips). Driving together with others in one car instead of each in their own car is another alternative. If you still go to the city by car, consider parking in the outskirts and take a bus or tram into the centre.

Route preparation

Good route preparation helps you avoid unnecessarily polluting the environment.

Some tips:

- Plan your route well, use major through roads to the extent possible. Do not blindly trust your satnav, you must also know what the best is route yourself.
- Check if there are traffic queues on the way before leaving. This prevents you from having an unnecessarily long journey. Listen to the traffic information on your radio.
- Leave in plenty of time. You can then drive to your destination feeling relaxed. You will also be much less tired on arrival.
- Take account of the conditions. The conditions are different to in the summer. Also consider the chance of mist or slippery roads.

Route planner

You can easily prepare a route with a route planner. You only have to enter the starting point and destination. The programme then plans the route. You can then print it out.

Navigation system

Use this system as an aid for your planned route, especially outside a built-up area. You are efficiently guided to your destination, and if there are traffic queues/obstructions the system calculates an alternative route.

In a built-up area you can often use the navigation system as a guide. Do remember that the local situation can be different to what is in your navigation system. Your software may be a little old, or there may be diversions because of roadworks.

*A navigation system
is a useful tool, but
it is still only a tool
so you must also
watch the situation
carefully yourself.*



In cities

In cities follow the parking route information when you want to park. Free parking spaces are clearly signposted. But as mentioned earlier: consider parking on the outskirts of a city then use public transport to travel on.

Self-reflection

▼ Step 8

You consider the best way of travelling beforehand with the conditions in mind. When taking your decision think when you must arrive at the destination and how busy the roads are. Consider the transport alternatives.



ROSO training

Driving in specific conditions can be offered as part of your practical training. You then go to a special practice area together with your instructor and a number of other learners. There you will experience what it means to arrive in dangerous traffic or emergency situations.

Prevention is always better than cure

When road accidents occur there are usually three factors involved: people, the vehicle and the surroundings. Human error is the cause of 90% of all accidents.

For a driver with little driving experience it is very difficult to keep a car under control in an emergency situation. You must therefore particularly avoid getting into such a situation. You largely have this in your own hands.

Make sure that you are constantly watching the traffic situation (see script 10, scanning). This is necessary to avoid arriving in dangerous traffic situations. It is also sometimes called anticipating.

If the worst does happen

Despite your constant efforts to avoid emergency situations, things can go wrong. During the training you learn how you then have to act.

This may concern for example braking and moving out on a dry, wet and slippery road surface. Then there is experiencing centrifugal force. And coping with/correcting a skid.



INKIJKEXEMPLAAR

de rest van dit hoofdstuk is
niet beschikbaar in het inkijkexemplaar