

# ANNEX 6

## Driving Standards Agency (DSA) Guide to Assessment / Marking

### PURPOSE

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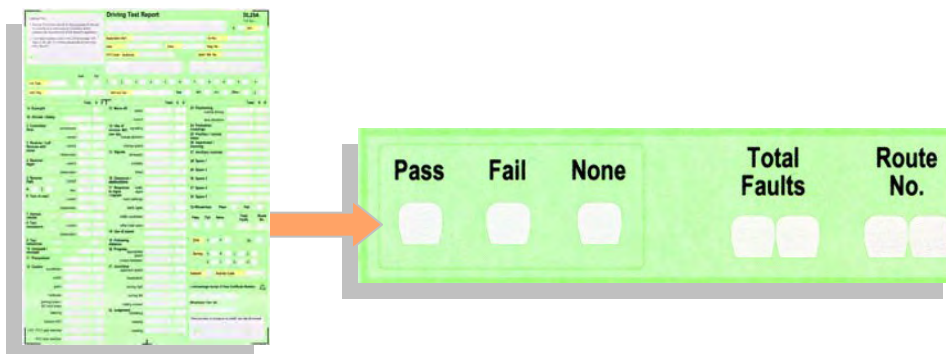
The purpose of this guide is to explain the assessment criteria and recording of faults, under the **27-outcome / competency** headings on the driving examiners marking sheet ([DL25](#), see page 6)

Although an attempt has been made to explain assessment in theory, it should be remembered **assessment** is a knowledge and practical based skill. This document does not attempt to describe every fault that could occur during a driving test. Examiners should apply the assessment principles in which they have been trained. The training of this skill is delivered at Cardington to a high standard by experienced examiner / trainers. Assessment is maintained through infield development and supervision supporting DSA's quality assurance regime. Applying a robust quality assurance system preserves the quality of assessment skills of all driving examiners in conducting a professional, consistent and uniform driving test.

### ASSESSMENT

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Examiners are trained to assess driving tests to a uniform standard; the Chief Driving Examiner (CDE) sets these standards. An assessment of the ability to drive safely is made by taking direct observation of the candidates driving, assessed against a set of outcomes/competencies found on the DL25. As such, assessing a person's competence to drive is based on the making of safety decisions and vehicle control.



## FAULT ASSESSMENT – DEFINED OUTCOMES (refer to [diagram \(A\)](#) – page 7)

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Before any fault identification and analysis can be carried out, the outcome must first be defined. Any deviation from the defined outcome can then be seen as a fault. The weight or severity of the fault will depend on the extent of the deviation, and also the circumstances at that time. The fault can range from 'not worthy of recording' to 'dangerous'.

### EXAMPLE OF DEFINED OUTCOMES (refer to [diagram \(B\)](#) – page 7)

**At every junction the candidate should use the MSM / PSL Routine.**

**M** – Check in your mirrors to assess the speed and position of vehicles behind

**S** – Signal clearly and in good time

**M** – Manoeuvre – use PSL

**P** – Position your vehicle correctly and in good time

- Early positioning lets other road users know what you are going to do

**S** – Adjust your speed as necessary

**L** – Look for other traffic when you reach a point from which you can see

- **Assess the situation**
- **Decide to go or wait**
- **Act accordingly**

## DEFINITION OF DRIVING FAULTS - ASSESSMENT PARAMETERS

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Fault identified – not worthy (not worthy of recording).

- Any **insignificant** deviation from the defined outcome that does not compromise safety or can be a matter of finesse.
- **For example** – Dry steering, sequential gear changes, not pressing the button on top of the handbrake when applying it.

Fault identified – **Driving Fault** – (not an immediate fail).

- **Low Risk** - Any **sufficient** deviation from the defined outcome that does **not** compromise safety, or can be a matter of control - to justify a fault being recorded.
- **For example** – the candidate took observation before emerging at the junction. However, they misjudged the distance of an approaching vehicle, causing it to slow down, safety was not compromised.

**(Sixteen or more of these faults would result in failure of the test.)**

There can however be occasions when one specific driving fault could by constant repetition, be regarded as serious and therefore a significant risk; for example when a candidate **habitually** fails to take mirror observation when appropriate.

Fault identified – **Serious fault** - (entails immediate failure)

- **High Risk - Significant** deviation from the defined outcome with safety, control and/or legal requirement breached
- **For example** – the candidate did not take effective observation before emerging at the junction, unaware of any other road user who may have been expected to be there.

Fault identified – **Dangerous fault** – (entails immediate fail).

- **Actual Danger** - Safety, control and/or legal requirement breached that would have caused actual danger
- **For example** – the candidate did not take effective observation before emerging at the junction completely misjudged both speed and distance of an approaching vehicle. The examiner had to take appropriate action to avoid a collision.

Examiners, may have to take 'action' when it becomes necessary to do so in the interest of public safety, including their own and that of the candidate. Such intervention may be either - **VERBAL (ETA-V)** or **PHYSICAL (ETA-P)**.

## **LOCATION OF FAULTS – (Appendix A)**

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Having identified and assessed the fault it is important that the fault is recorded under the associated 'outcome' headings on the DL25. There are a number of faults that can occur during a driving test that initially may not appear appropriate to the relevant 27 headings. As such, to help with uniformity a '**Guide to locating and recording of faults**' has been provided in *Appendix A*.

A **general** guide to help locate the fault to the relevant outcome is to determine the 'cause'.

**CAUSE = Location on the (DL25)**



- “What was the Fault”?
- “How did the fault happen”?
- “What caused the fault to occur”?

**EFFECT = Assessment**



1. “To what degree was the deviation from the defined outcome”?
2. “Is safety or control compromised”?
3. “Has a legal requirement been breached”?
4. “What happened because of this fault”?

**Example of (Cause / Effect) - Stopping**

**CAUSE = (Clutch)**

Candidate attempts to pull up on the left at a safe and convenient place. The correct pressure is applied to the footbrake at the appropriate time. However, just before the vehicle stops, the clutch pedal was not pushed down to disengage the engine from the driving wheels causing the car to stall.

**EFFECT = (Driving Fault)**

Because the clutch pedal was not pushed down to disengage the engine from the driving wheels the car stalled. As such, the control of the vehicle was compromised. Under the circumstances at the time, the correct assessment of this deviation from the defined outcome is a 'driving fault'.

Having identified the fault and assessed that it is worthy of recording, an oblique stroke is made on the DL25 under the relevant outcome/competence.

## **OUTCOME / COMPETENCIES (DL25)**

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Pages [8](#) to [35](#) list the expected outcome/competencies found on the DL25, explaining briefly what is expected of the candidate in that particular aspect of their driving. Examples of the assessment criteria have also been provided as a guide to the four levels of assessment.

This guide cannot include all of the situations that maybe encountered during a driving test. However, the following examples provide an insight into the assessment and marking process.

# Driving Test Report

DL25A

12 04

I declare that:

- the use of the test vehicle for the purposes of the test is covered by a valid policy of insurance which satisfies the requirements of the relevant legislation.
- I normally live/have lived in the UK for at least 185 days in the last 12 months (except taxi/private hire). See note 29.



Application Ref.  Dr./No.

Date  Time  Reg. No.

DTC Code / Authority  Staff / Ref. No.

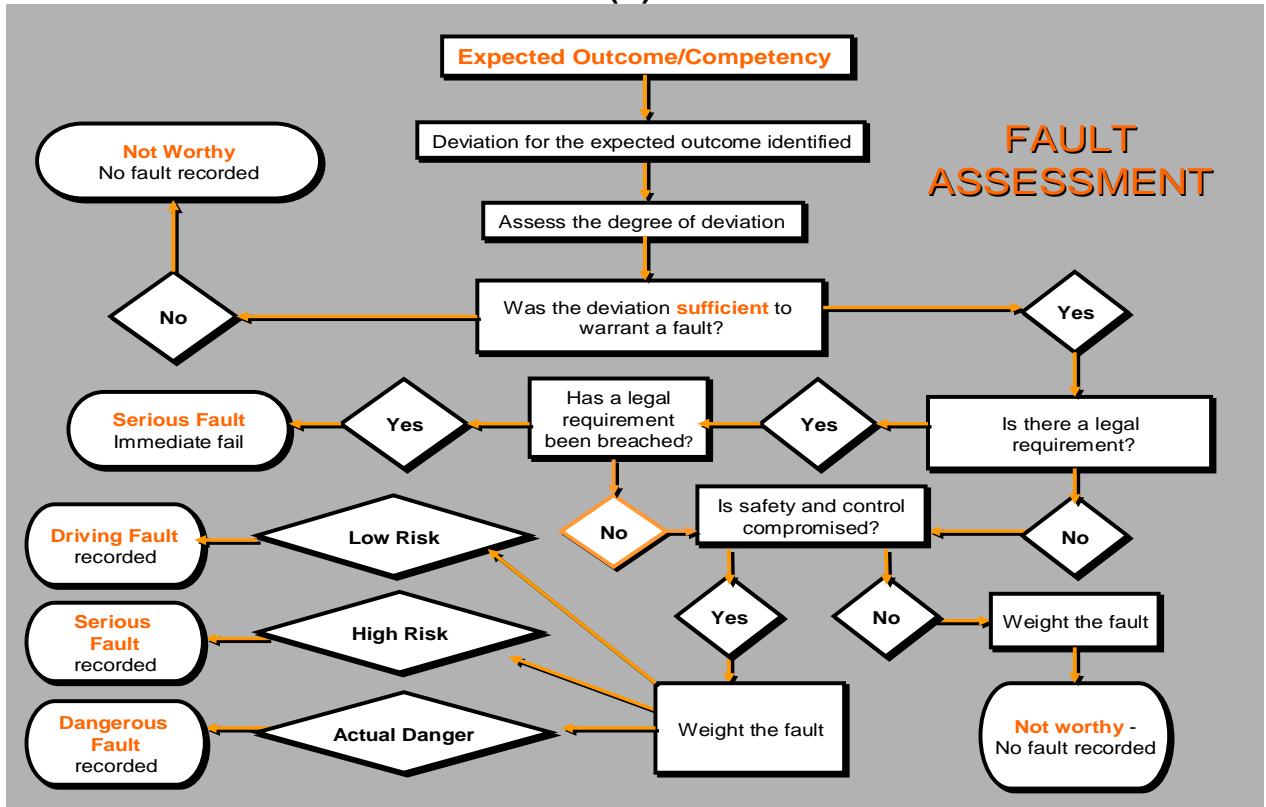
Cat. Type  Auto  Ext  1  2  3  4  5  6  7  8  9  0  V

ADI / Reg  ADI Cert. No.  Sup  ADI  Int  Other  C

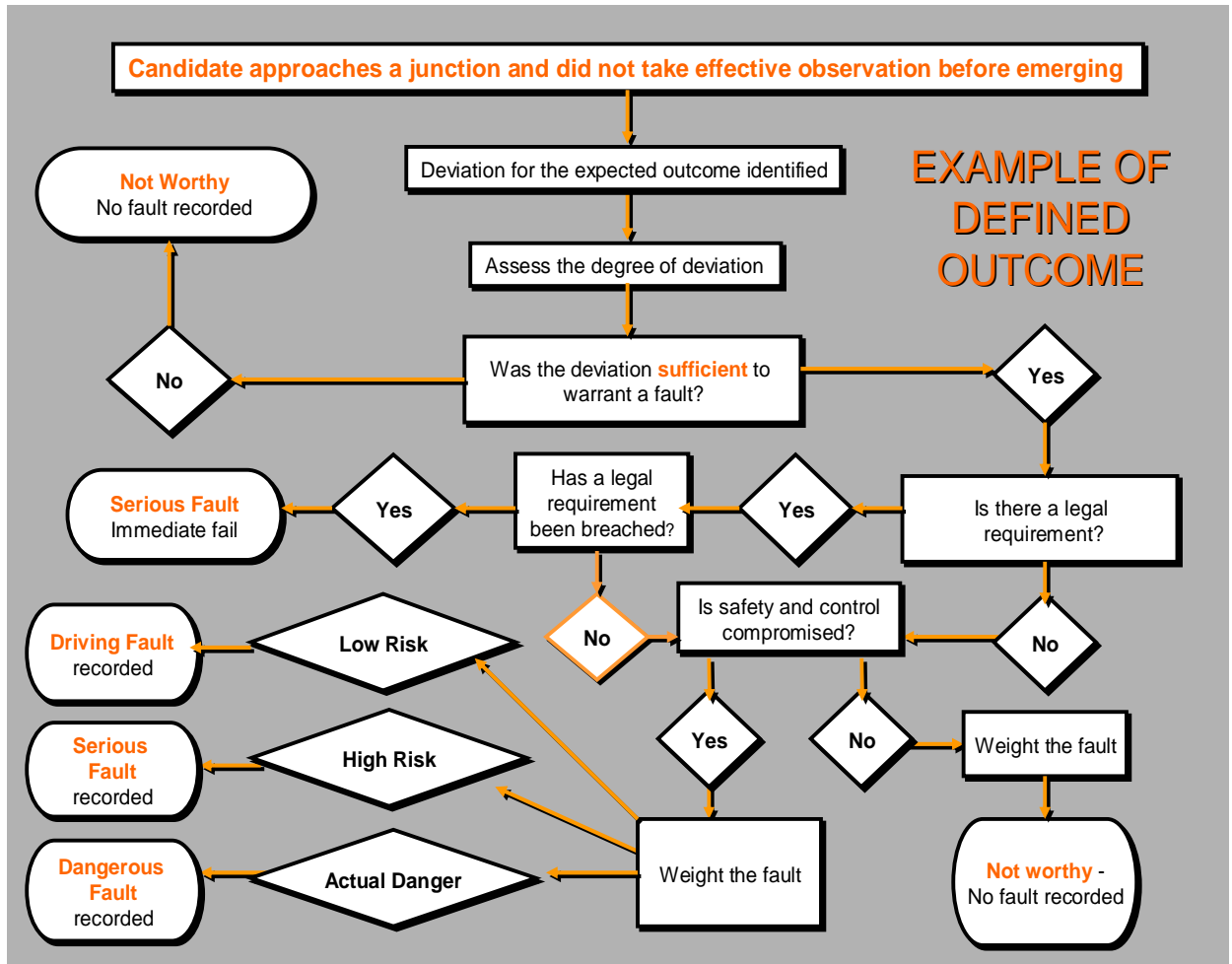
Total			S	D	Total			S	D	Total			S	D			
1a Eyesight					13 Move off	safety				23 Positioning	normal driving						
1b H/Code / Safety						control					lane discipline						
2 Controlled Stop	promptness				14 Use of mirrors- M/C	signalling				24 Pedestrian crossings							
	control				rear obs	change direction				25 Position / normal stops							
3 Reverse / Left Reverse with trailer	control					change speed				26 Awareness / planning							
	observation				15 Signals	necessary				27 Ancillary controls							
4 Reverse/ Right	control					correctly				28 Spare 1							
	observation					timed				29 Spare 2							
5 Reverse Park	control				16 Clearance / obstructions					30 Spare 3							
R	C	obs.			17 Response to signs / signals	traffic signs				31 Spare 4							
6 Turn in road	control					road markings				32 Spare 5							
	observation					traffic lights				33 Wheelchair	Pass		Fail				
7 Vehicle checks						traffic controllers				Pass	Fail	None	Total Faults	Route No.			
8 Taxi manoeuvre	control					other road users											
	observation				18 Use of speed					ETA	V		P	SN			
9 Taxi wheelchair					19 Following distance					Survey	A		B		C		D
10 Uncouple / recouple					20 Progress	appropriate speed											
11 Precautions						undue hesitation											
					21 Junctions	approach speed				Debrief		Activity Code					
12 Control	accelerator					observation											
	clutch					turning right				I acknowledge receipt of Pass Certificate Number:							Lic. R'cd
	gears					turning left											
	footbrake					cutting corners				Wheelchair Cert. No:							
	parking brake / MC front brake					overtaking											
	steering				22 Judgement	meeting											
	balance M/C					crossing											
LGV / PCV gear exercise																	
PCV door exercise																	

There has been no change to my health: see note 28 overleaf.

(A)



(B)



ITEM 1a	<b>EYESIGHT</b> <div data-bbox="826 264 1369 338" style="background-color: #90EE90; padding: 5px; display: inline-block;">1a Eyesight</div>
<p><b><u>Expected outcome/ competence</u></b></p> <ul style="list-style-type: none"> <li>• Read, in good daylight, (with the aid of glasses or contact lenses if worn) a registration mark containing letters and figures 79.4 millimetres high fixed to a motor vehicle at a distance of 20.5 metres.</li> <li>• Or a registration mark containing letters 79 millimetres, high fixed to a motor vehicle at a distance of 20 metres. (12.3 metres for category K).</li> </ul>	
<p><b><u>Assessment Criteria – (example)</u></b></p> <p><b><u>Driving Fault</u></b></p> <p>Not applicable</p>	
<p><b><u>Serious Fault</u></b></p> <p>Unable to meet the requirements of the eyesight test.</p>	
<p><b><u>Dangerous Fault</u></b></p> <p>Not applicable</p>	



ITEM 1b

**HIGHWAY CODE / SAFETY**

1b H/Code / Safety

**Expected outcome / competence**

Candidates who have not taken a separate theory test, for example to obtain a licence for a tractor or other specialist vehicle, will be asked questions on the Highway Code and other related motoring matters. Candidates taking a Passenger Carrying Vehicle (PCV) test should know the location of, and be able to operate, safety components such as a fire extinguisher, fuel cut-off switch and emergency door.

**Assessment Criteria - (example)**

**Driving Fault**

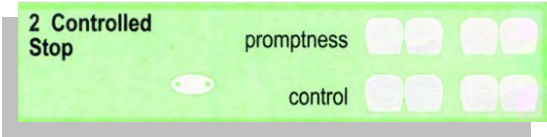
Of the 5 questions asked/ 6 traffic signs shown, a proportion are incorrect

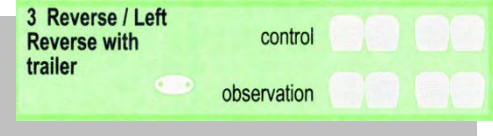
**Serious Fault**

All questions and traffic signs incorrect

**Dangerous Fault**

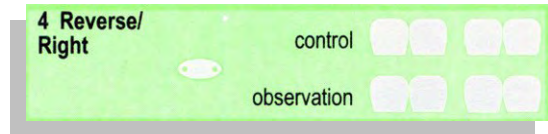
Not a moving exercise therefore not possible to satisfy this criteria

<p><b>ITEM 2</b></p>	<p><b>CONTROLLED STOP</b>  <b>Promptness / Control</b></p>	
<p><b><u>Expected outcome / competence</u></b></p> <ul style="list-style-type: none"> <li>• Display a high level of skill in bringing the vehicle to a stop, safely, promptly and under full control avoiding locking the wheels.</li> <li>• Remember, in wet weather it can take twice as long to stop safely.</li> </ul>		
<p><b><u>Assessment Criteria</u></b> - (example = control)</p> <p><b><u>Driving Fault</u></b></p> <p>Locking the wheels, resulting in skidding for a short distance, but demonstrating effective skills in regaining control.</p>		
<p><b><u>Serious Fault</u></b></p> <p>Very harsh braking, resulting in locking the wheels. Vehicle continues to skid out of control, with either ineffective or no attempt to regain control.</p>		
<p><b><u>Dangerous Fault</u></b></p> <p>Any situation brought about by the above loss of control that resulted in actual danger to the examiner, candidate, the general public or property.</p>		

<p><b>ITEM 3</b></p>	<p><b>REVERSE / LEFT REVERSE WITH A TRAILER Control / Observation</b></p>	
<p><b><u>Expected outcome / competence</u></b></p> <ul style="list-style-type: none"> <li>• Ability to control the vehicle accurately whilst reversing to the left.</li> <li>• Effective all round observation throughout the manoeuvre showing consideration to other road users.</li> </ul>		
<p><b><u>Assessment Criteria</u></b> - (example = observation)</p> <p><b><u>Driving Fault</u></b></p> <p>Demonstrates understanding of rear observations, but is marginally late when taking the required observation.</p>		
<p><b><u>Serious Fault</u></b></p> <p>Essential observation missed or relying totally on the mirrors.</p>		
<p><b><u>Dangerous Fault</u></b></p> <p>Any situation brought about by the above lack of observation that resulted in actual danger to the examiner, candidate, the general public or property.</p>		

**ITEM 4**

**REVERSE / RIGHT  
Control / Observation**



**Expected outcome / competence**

- Demonstrate the ability to control the vehicle accurately whilst reversing to the right.
- Effective all round observation throughout the manoeuvre is required showing consideration to other road users.

**Assessment Criteria** – (example = control)

**Driving Fault**

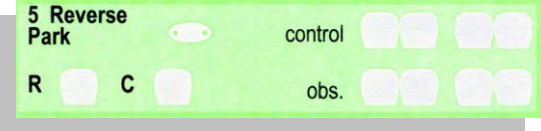
Touching the kerb, taking the required shunt to correct a loss of control or accuracy

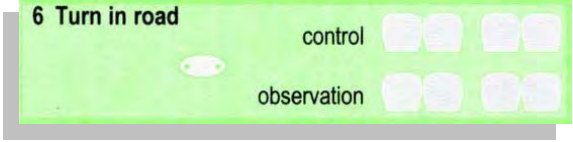
**Serious Fault**


Pronounced loss of control resulting in mounting the pavement.

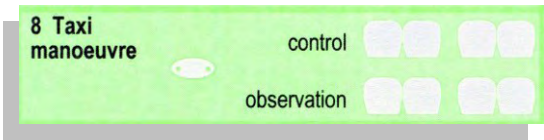
**Dangerous Fault**

Any situation brought about by the above loss of control that resulted in actual danger to the examiner, candidate, the general public or property.

<p><b>ITEM 5</b></p>	<p><b>REVERSE PARK ROAD / CAR PARK</b>  <b>Control / Observation</b></p> 
<p><b><u>Expected outcome / competence</u></b></p> <ul style="list-style-type: none"> <li>• Ability to control the vehicle accurately when parking on the road or into a parking bay.</li> <li>• Effective all round observation throughout the manoeuvre showing consideration to other road users.</li> </ul>	
<p><b><u>Assessment Criteria</u></b> – (example = control)</p> <p><b><u>Driving Fault</u></b></p> <p>Re-positioning required to correct a loss of control or accuracy</p>	
<p><b><u>Serious Fault</u></b></p> <p>Excessive re-positioning to correct complete misjudgement and /or significant loss of control. Final parking position parking - outside the bay</p>	
<p><b><u>Dangerous Fault</u></b></p> <p>Any situation brought about by the above loss of control that resulted in actual danger to the examiner, candidate, the general public or property.</p>	

<p><b>ITEM 6</b></p>	<p><b>TURN IN THE ROAD / M/CYCLE 'U' TURN</b></p> <p><b>Control / Observation</b></p> 
<p><b><u>Expected outcome / competence</u></b></p> <ul style="list-style-type: none"> <li>• Ability to display low speed control and observation skills necessary to carry out this exercise safely with due regard for other road users and pedestrians</li> </ul>	
<p><b><u>Assessment Criteria – (example = observation)</u></b></p> <p><b><u>Driving Fault</u></b></p> <p>Late observation to the immediate rear when completing the reverse part of the manoeuvre.</p>	
<p><b><u>Serious Fault</u></b></p> <p>No observation to the immediate rear when completing the reverse part of the manoeuvre.</p>	
<p><b><u>Dangerous Fault</u></b></p> <p>Any situation brought about by the above lack of observation that resulted in actual danger to the examiner, candidate, the general public or property.</p>	

<b>ITEM 7</b>	<b>VEHICLE CHECKS</b> 
<p><b><u>Expected outcome / competence</u></b></p> <ul style="list-style-type: none"> <li>• Display a basic knowledge of the fundamental safety checks applicable to the vehicle. For example safe fluid levels, lighting and tyre checks.</li> </ul>	
<p><b><u>Assessment Criteria – (examples)</u></b></p> <p><b><u>Driving Fault</u></b></p> <p>Category A, B &amp; domestic categories: One driving fault for one or both questions answered incorrectly.  Category C, D, B+E &amp; ADI: One driving fault for each question answered incorrectly.  Category C+E &amp; D+E: One driving fault for each question answered incorrectly.</p>	
<p><b><u>Serious fault</u></b></p> <p>Category A, B &amp; domestic categories: not applicable.  Category C, D, B+E &amp; ADI: All five questions answered incorrectly.  Category C+E &amp; D+E: Both questions answered incorrectly.</p>	
<p><b><u>Dangerous Fault</u></b></p> <p>Not applicable.</p>	

<p><b>ITEM 8</b></p>	<p><b>TAXI MANOEUVRE</b> <b>Control / Observation</b></p>	
<p><b><u>Expected outcome / competence</u></b></p> <ul style="list-style-type: none"> <li>• Display the ability to turn the car around by whatever means available.</li> <li>• Effective, all round observation and consideration to other road users and pedestrians.</li> <li>• The vehicle should be controlled smoothly making proper use of the clutch, accelerator, and brakes and steering.</li> </ul>		
<p><b><u>Assessment Criteria</u></b> – (example = observation)</p> <p><b><u>Driving Fault</u></b></p> <p>Late blind spot check when starting the manoeuvre.</p>		
<p><b><u>Serious Fault</u></b></p> <p>Essential observation omitted when starting the manoeuvre, unaware of the presence of other road users.</p>		
<p><b><u>Dangerous Fault</u></b></p> <p>Any situation brought about by the above lack of observation that resulted in actual danger to the examiner, candidate, the general public or property.</p>		



**ITEM 9**

**TAXI WHEELCHAIR**

9 Taxi wheelchair

**Expected outcome / competence**

- The ability to securely erect wheelchair ramps, safely
- Install the wheelchair and an imaginary wheelchair occupant into the vehicle, ensuring that the wheelchair and occupant is secured in readiness for the journey.
- The entire process should also be reversed.

**Assessment Criteria – (example)**

**Driving Fault**

Driving faults are not recorded for this exercise. This element should be assessed in its entirety.

**Serious Fault**

Not securing the ramps or wheelchair, or poor handling of the wheelchair, with potential serious risk to the occupant.

**Dangerous Fault**

Not applicable – as exercise does not involve third party

This exercise is only applicable to vehicles that are constructed to carry a wheelchair securely.

**ITEM 10**

**UNCOUPLING / RE-COUPLING**

10 Uncouple /  
recouple



**Expected outcome / competence**

- Demonstrate the skills necessary when uncoupling and recoupling the vehicle
- Driving the towing vehicle to a designated position prior to recoupling safely.

**Assessment Criteria** – (example = Uncoupling)

**Driving Fault**

When uncoupling, landing gear handle was not stored and secured.

**Serious Fault** – (example = Re-couple)

When re-coupling, landing gear handle was not stored and secured, resulting in a potential risk to other road users when the vehicle is mobile.

**Dangerous Fault**

Any fault that result in serious damage to the vehicle, candidate or third party.

ITEM 11

## PRECAUTIONS

11 Precautions

### Expected outcome / competence

- Before the engine is started, the candidate should make sure that they are comfortably seated and all controls can be safely operated

### Assessment Criteria – (example)

#### Driving Fault

After stalling at a road junction, handbrake applied but attempts to start the engine whilst in gear.

#### Serious Fault

At a road junction, engine started whilst in gear, resulting in vehicle entering the new road with potential risk to other road users.

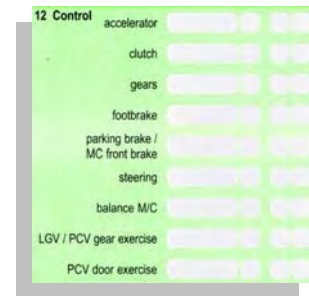
#### Dangerous Fault

Any situation brought about by a lack of ability to recognise the need to operate or being unable to operate the controls, which directly affects other traffic or pedestrians and causes actual danger.

## ITEM 12

### CONTROL:

**Accelerator / Clutch / Gears / Footbrake /  
Parking Brake / MC Front Brake / Steering  
Balance MC / LGV / PCV / Gear Exercise  
PCV Door Exercise**



### Expected outcome / competence

This section covers, where appropriate, the safe and controlled use of accelerator, clutch, gears, footbrake, parking brake, and steering. Additional specific control elements apply to the drivers of different vehicle categories. The vehicles controls should be used as smoothly as possible, For e.g.

Making proper use of: -

- Accelerator and clutch to make a smooth start –the clutch should be depressed before the vehicle stops.
- The correct gear should be selected to match the road and traffic conditions
- The vehicle should not be allowed to coast by running on in neutral or with the clutch depressed
- The footbrake should be used smoothly and progressively
- Full use of the parking brake should be used, to prevent the vehicle rolling backwards or forwards
- The vehicle should be steered as smoothly as possible. Steering too early / late, may cause the vehicle to hit the kerb or swing out towards another road user
- When a motorcycle is being ridden slowly, a straight line should be maintained. The machine should not wobble towards other vehicles

### Assessment Criteria – (example = gears)

#### Driving Fault

Incorrect gear selection, resulting in a reduction in vehicle speed with no risk to following vehicles.

#### Serious Fault

Incorrect gear selection, resulting in a sudden reduction in vehicle speed, causing following traffic to alter speed/or direction.

#### Dangerous Fault

Any situation brought about by the above control faults, that resulted in actual danger to the examiner, candidate, the general public or property

ITEM 13

**MOVE OFF  
Safety / Control**



**Expected outcome / competence**

- The ability to move off smoothly and safely, on a gradient and at an angle
- Taking the correct precautionary observations.

**Assessment Criteria – (example = safely)**

**Driving Fault**

Incorrect timing of the blind spot check when moving off with no risk to other road users. For e.g. Checking the blind spot after the vehicle has moved off.

**Serious Fault**

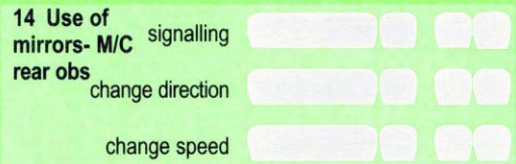
Moving off into the path of traffic or failing to take observation at all.

**Dangerous Fault**

Any situation brought about by the above lack of observation, that resulted in actual danger to the examiner, candidate, the general public or property

**ITEM 14**

**USE OF MIRRORS –  
M/C REAR OBSERVATION**



**Expected outcome / competence**

- Full and effective use of all mirrors fitted to the vehicle
- Mirrors must be checked carefully before signalling, changing direction or changing speed.
- Mirrors – Signal – Manoeuvre (MSM) routine should be displayed effectively.

**Assessment Criteria** – (example = change direction)

**Driving Fault**

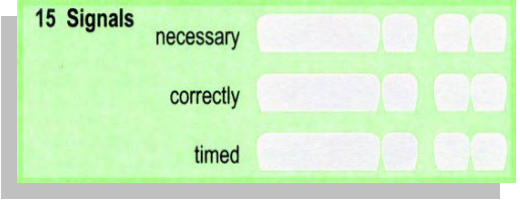
Late use of exterior mirror before changing direction.

**Serious Fault**

Did not use the exterior mirror before a significant change in direction.

**Dangerous Fault**

Any situation brought about by the above serious neglect of using the mirrors, that resulted in actual danger to the examiner, candidate, and the general public or property

<b>ITEM 15</b>	<b>SIGNALS</b> <b>Necessary / correctly / timed</b>	
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**Expected outcome / competence**

- Signals should be given clearly to let other road users know the intended course to be taken.
- Signals shown in the Highway Code should only be used, if it would help other road users (including pedestrians).
- Signals should be given in good time and cancelled after the manoeuvre has been completed.
- Pedestrians should not be beckoned to cross the road.

**Assessment Criteria** – (example = necessary)

**Driving Fault**

Signal applied but cancelled before the change in direction was complete.

**Serious Fault**

Omitted an essential signal to inform other road user of a change in direction.

**Dangerous Fault**

Any situation brought about by the above fault, that resulted in actual danger to the examiner, candidate, the general public or property

ITEM 16

**CLEARANCE –  
OBSTRUCTIONS**

16 Clearance /  
obstructions

**Expected outcome/ competence**

- Plenty of room should be allowed when passing stationary vehicles and obstructions.
- Ability to display the readiness to be prepared to slow down or stop, as a door may open, a child may run out or a vehicle may pull out without warning.

**Assessment Criteria – (example)**

**Driving Fault**

Too close to a stationary vehicle when road conditions allowed the correct clearance.

**Serious Fault**

Narrowly avoided a collision with a stationary vehicle when road conditions enabled the correct and safe course to be taken.

**Dangerous Fault**

Any situation brought about by the above fault, due to passing dangerously close to, or striking a stationary vehicle, that resulted in actual danger to the examiner, candidate, the general public or property



**ITEM 17****RESPONSE TO SIGNS / SIGNALS –****Traffic Signs****Road Markings****Traffic Lights****Traffic Controllers****Other road users**

17 Response to signs / signals	traffic signs				
	road markings				
	traffic lights				
	traffic controllers				
	other road users				

**Expected outcome/ competence**

- Ability to understand and be able to react to all traffic signs and road markings.
- Acting correctly at traffic lights, checking that the road is clear before proceeding when the green light shows.
- All signals should be obeyed given by police officers, traffic wardens and school crossing patrols.
- Display the awareness to be able to react to signals given by other road users, including people in charge of animals, and be ready to act accordingly.

**Assessment Criteria – (example = traffic lights)****Driving Fault**

Late reaction to an amber traffic light, with no effect to safety.

**Serious Fault**

Failing to comply correctly and promptly with an appropriate traffic light or breaching a legal requirement.

**Dangerous Fault**

Any situation brought about by the above breach of a legal requirement that resulted in actual danger to the examiner, candidate, the general public or property.

Action (ETA) may be required to avoid a legal requirement being breached.

ITEM 18

**USE OF SPEED**

18 Use of speed

**Expected outcome/ competence**

- Safe and reasonable progress should be made along the road bearing in mind the road, a traffic and weather conditions and the road signs and speed limits.
- The vehicle should be able to stop safely, well within the distance you can see to be clear.

**Assessment Criteria – (example)**

**Driving Fault**

Drove too fast for the prevailing road and / or traffic conditions for a short period.

**Serious Fault**

Going too fast for the prevailing road and / or traffic conditions, exceeding speed limits.

**Dangerous Fault**

Any situation brought about driving far too fast that resulted in actual danger to the examiner, candidate, and the general public or property.

Action (ETA) may be required to avoid a legal requirement being breached. Discretion must obviously be exercised in the degree to be considered acceptable and the tolerance threshold over any speed limit must be quite small.

**ITEM 19**

**FOLLOWING DISTANCE**

19 Following distance

**Expected outcome/ competence**

- The vehicle must always be a safe distance between yourself and other vehicles.
- On wet or slippery roads it takes much longer to stop.
- When the vehicle has stopped in traffic queues, sufficient space should be left to pull out if the vehicle in front has problems.

**Assessment Criteria – (example)**

**Driving Fault**

On one occasion, did not maintain the full separation distance required.

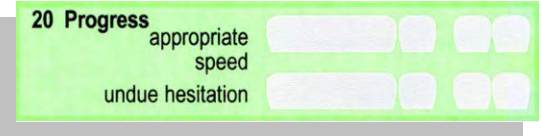
**Serious Fault**

Repeatedly drove too close to the vehicle ahead, where the separation distance left little margin for error and would result in a need for harsh braking.

**Dangerous Fault**

Any situation brought about by dangerously driving too close to the car in front that resulted in actual danger to the examiner, candidate, and the general public or property.

Action (ETA) should be taken as necessary to increase separation distance and so avoid the possibility of a collision.

<p><b>ITEM 20</b></p>	<p><b>PROGRESS</b></p> <p><b>Appropriate Speed</b> <b>Undue Hesitation</b></p> 
<p><b><u>Expected outcome/ competence</u></b></p> <ul style="list-style-type: none"> <li>• The ability to drive at realistic speed appropriate to the road and traffic conditions.</li> <li>• All hazards should be approached at a safe, controlled speed, without being over cautious or interfering with the progress of other traffic.</li> </ul>	
<p><b><u>Assessment Criteria</u></b> – (example = undue hesitation)</p> <p><b><u>Driving Fault</u></b></p> <p>Lack of judgement, not proceeding when it is safe and correct to do so.</p>	
<p><b><u>Serious Fault</u></b></p> <p>Repeatedly stopping and waiting when it is safe and reasonable to proceed.</p>	
<p><b><u>Dangerous Fault</u></b></p> <p>It is unlikely that undue hesitancy could become dangerous in itself unless it was felt that this created situations that encouraged other road users to put themselves at risk.</p>	

ITEM 21

## JUNCTIONS – (including roundabouts)

Approach Speed  
Observation  
Turning Right  
Turning Left  
Cutting Corners

21 Junctions			
approach speed			
observation			
turning right			
turning left			
cutting corners			

### Expected outcome/ competence

- Ability to judge the correct speed of approach so that the vehicle can enter a junction safely or stop if necessary.
- The vehicle should be positioned correctly, using the correct lane.
- When turning right, the vehicle should be positioned to the centre of the road as is safe.
- The vehicle should not cut the corner when turning right.
- When turning left, the vehicle should be over to the left to avoid swinging out.
- Watch out for cyclists and motorcyclists coming up on your left and pedestrians who are crossing.
- Effective observation must be given before moving into a junction and making sure it is safe before proceeding.

### Assessment Criteria – (example = observation)

#### Driving Fault

A misjudgement of the speed and distance of an approaching vehicle. Safety of other road users was not compromised.

#### Serious Fault

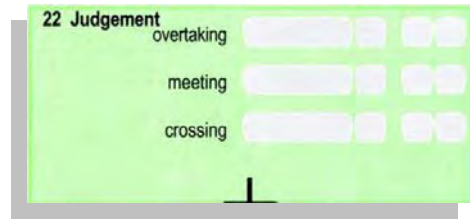
Not taking effective observation before emerging at junctions, and emerging into the path of other vehicles.

#### Dangerous Fault

Any situation brought about by the severe lack of effective observation that resulted in actual danger to the examiner, candidate, the general public or property.

**ITEM 22****JUDGEMENT –**

**Overtaking  
Meeting  
Crossing**

**Expected outcome/ competence**

- Overtaking should only be carried out when it is safe to do so.
- A sufficient safety margin should be left when other vehicles are being overtaken. Cyclists and motorcyclists need as much space as other vehicles; they can wobble or swerve suddenly.
- Do not cut in too quickly after overtaking.
- Care should be taken when the width of the road is restricted or when the road narrows. If there is an obstruction on your side or not enough room for two vehicles to pass safely, the vehicle should be prepared to wait and let the approaching vehicles through.
- When turning right, other vehicles should not have to stop, slow down or swerve to allow the vehicle to complete its turn.

**Assessment Criteria – (example = meeting)****Driving Fault**

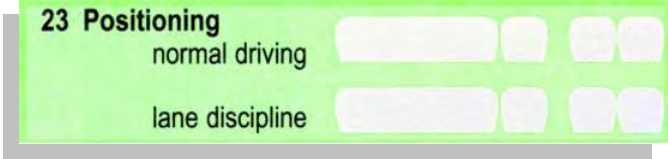
Late reaction when meeting approaching vehicles.

**Serious Fault**

Placing other drivers at risk by driving forward when they should have clearly given way.

**Dangerous Fault**

Any situation brought about by the inability to meet approaching traffic that resulted in actual danger to the examiner, candidate, and the general public or property.

ITEM 23	<b>POSITIONING -</b> <b>Normal Driving</b> <b>Lane Discipline</b>	
<p><b><u>Expected outcome/ competence</u></b></p> <ul style="list-style-type: none"> <li>• The vehicle should be positioned correctly for the intended route</li> <li>• Where lanes are marked, the vehicle should be positioned to the middle of the lane</li> <li>• Straddling lane markings should be avoided. Do not change lanes unnecessarily.</li> </ul>		
<p><b><u>Assessment Criteria</u></b> – (example = normal driving)</p> <p><b><u>Driving Fault</u></b></p> <p>Positioning errors when driving too close to the kerb.</p>		
<p><b><u>Serious Fault</u></b></p> <p>Persistently driving too close to the kerb, placing pedestrians at risk.</p>		
<p><b><u>Dangerous Fault</u></b></p> <p>Any situation brought about by driving dangerously close to the kerb that resulted in actual danger to the examiner, candidate, and the general public or property.</p>		

ITEM 24

## PEDESTRIAN CROSSINGS

24 Pedestrian crossings

### Expected outcome/ competence

- The ability to recognise the different types of pedestrian crossings and show courtesy and consideration towards pedestrians.
- At all crossings the vehicle should slow down and stop if there is anyone on the crossing.
- At zebra crossings the vehicle should slow down and be prepared to stop if there is anyone waiting to cross.
- Ability to give way to any pedestrians on a pelican crossing when the amber lights are flashing.
- Ability to give way to cyclists as well as pedestrians on a toucan crossing and act correctly at puffin crossings.

### Assessment Criteria – (example)

#### Driving Fault

Late to react to flashing amber at a 'pelican' crossing.

#### Serious Fault

Failing to give way to pedestrians who had started to cross at a 'pelican' crossing.

#### Dangerous Fault

Any situation brought about by the above fault that resulted in actual danger to the examiner, candidate, the general public or property.



ITEM 25

**POSITION / NORMAL  
STOPS**

25 Position / normal  
stops

**Expected outcome/ competence**

- The ability to choose a safe, legal and convenient place to stop, close to the edge of the kerb, where the vehicle will not obstruct the road and create a hazard.
- Display an understanding of - how and where to stop without causing danger to other road users.

**Assessment Criteria – (example)**

**Driving Fault**

Stopped, partially blocking a driveway with no inconvenience to other road users

**Serious Fault**

Stopped, completely blocking a driveway inconveniencing vehicle attempting to pull out.

**Dangerous Fault**

Any situation brought about by the above fault that resulted in actual danger to the examiner, candidate, the general public or property.

ITEM 26

**AWARENESS / PLANNING**

26 Awareness /  
planning

**Expected outcome/ competence**

- Display an awareness and consideration for other road users at all times.
- Ability to think and plan ahead, judging what other road users are going to do, predicting how their actions will affect the vehicle, and react in good time.
- Ability to consider the actions of the more vulnerable groups of road users such as pedestrians, cyclists, motorcyclists and horse riders.
- Anticipating road and traffic conditions, acting in good time, rather than reacting to them at the last moment.

**Assessment Criteria – (example)**

**Driving Fault**

Late reaction to what other road users are doing.

**Serious Fault**

Last minute and sudden reaction to other road users compromising their safety.

**Dangerous Fault**

Any situation brought about by the above fault that resulted in actual danger to the examiner, candidate, and the general public or property.

ITEM 27

**ANCILLARY CONTROLS**

27 Ancillary controls

**Expected outcome/ competence**

- Ability to understand the function of all the controls and switches, especially those that have a bearing on road safety.
- These include indicators, lights, windscreen wipers, demisters and heaters.
- Ability to find these controls and operate them correctly, when necessary, without looking down or causing a loss of control.

**Assessment Criteria – (example)**

**Driving Fault**

Not completely familiar with the location and operation of controls, control of the vehicle was compromised but with no affect to road safety.

**Serious Fault**

Unaware of location and operation of the controls resulting in a serious loss of vehicle control, road safety compromised.

**Dangerous Fault**

Any situation brought about by the above fault that resulted in actual danger to the examiner, candidate, the general public or property.

# Appendix A

## A GUIDE TO LOCATING AND RECORDING FAULTS ON THE DL25

(THIS IS NOT A GUIDE TO ASSESSMENT)

The information contained within this document is intended to be used as a guide to the location of fault markings on the DL25 and to ensure uniformity. It is not intended as a guide to the assessment of faults. Driving Examiners of all grades were consulted and helped to prepare this document. It is not definitive and its content may be subject to alterations to reflect changing regulations and circumstances

The image shows a sample of a Driving Test Report (DL25A) form. The form is titled "Driving Test Report" and "DL25A 12-04". It includes fields for Application Ref., Date, Time, Dr. No., Reg. No., DTC Code / Authority, and Staff / Ref. No. Below these are fields for Cat. Type, ADI / Reg., ADI Cert. No., and Sex. The main body of the form is a grid for recording faults, with columns for Total, S, and D. The grid is organized into three main sections: 1a-12, 13-22, and 23-32. Each section contains specific driving tasks and their associated fault codes. For example, 1a Eyesight, 13 Move off, 23 Positioning, etc. There are also sections for 7 Vehicle checks, 8 Taxi manoeuvre, 9 Taxi wheelchair, 10 Uncouple / recouple, 11 Precautions, 12 Control, 18 Use of speed, 19 Following distance, 20 Progress, 21 Junctions, and 22 Judgement. The form also includes a section for 33 Wheelchair, a survey section, and a debrief section. At the bottom, there is a section for "I acknowledge receipt of Pass Certificate Number:" and "Wheelchair Cert. No.:".

## 1. (a) EYESIGHT ▶

Read registration incorrectly for the fourth time using the tape

---

## 1. (b) HIGHWAY CODE/Safety ▶

Incorrect answers to questions (Category F/G/H)/(Category D, D+E, D1)

---

## 2. CONTROLLED STOP ▶

### Promptness.

Late or slow reaction to the signal

### Control.

Applying the handbrake before stopping

Skidding out of control

Missing the footbrake pedal

Letting go of the steering wheel

---

## 3. REVERSE LEFT / WITH TRAILER ▶

(Recorded when reverse gear is selected)

### Control.

Poor co-ordination of controls

Stalling

Mounting the pavement or kerb

Turning the steering wheel the wrong way

Going wide after the corner

Finishing at an acute angle

Scrubbing-brushing-touching the kerb

Taking an excessive amount of time to complete the manoeuvre

### Observation.

No blind spot checks

No observation at or before the point of turn

Excessive use of the door mirrors

Not looking directly behind

Not reacting to passing or approaching vehicles

Not reacting to pedestrians

Waiting unnecessarily for other roads users

---

#### **4. REVERSE RIGHT ▶**

As Reverse Left

---

#### **5. REVERSE PARK ▶**

(Recorded when reverse gear is selected)

##### Control.

Poor co-ordination of controls  
Scrubbing/brushing the kerb  
Unnecessary shunting backwards and forwards  
Getting too close to the object car  
Mounting the pavement  
Turning the steering wheel the wrong way  
Parking too far from the kerb  
Stalling  
Not completing within two car lengths  
Finishing at an acute angle to the kerb

##### Car Park.

Poor co-ordination of controls  
Ending up straddling two bays  
Unnecessary shunting forwards and backwards  
Turning the steering wheel the wrong way  
Stalling

##### Observation.

No blind spot checks  
Relying too much or entirely on the mirrors  
Ineffective observation  
Looking but not reacting to other vehicles or pedestrians  
Waiting too long for other users in the car park

---

#### **6. TURN IN THE ROAD ▶**

##### Control.

Poor co-ordination of controls  
Mounting the pavement or kerb  
Stalling  
Turning the wheel the wrong way  
Taking an excessively long time to complete the manoeuvre

##### Observation.

No blind spot checks  
Not looking to the left or right before reversing or pulling forwards  
Not looking directly behind

Not reacting to passing or approaching vehicles  
Not reacting to pedestrians  
Waiting unnecessarily for other road users

---

## **7. VEHICLE CHECKS** ▶

1 or 2 questions incorrect = 1 driving fault

---

## **8. TAXI MANOEUVRE** ▶

Examples of faults on this exercise will depend on the candidate's choice of how they wish to turn the vehicle around (see other manoeuvres).

---

## **9. TAXI WHEELCHAIR** ▶

Wheelchair brakes not applied  
Wheelchair falling off ramps  
Wheelchair belts / harness not used or not secured

---

## **10. UNCOUPLE/ RECOUPLE** ▶

## **11. PRECAUTIONS** ▶

Leaving in gear with the clutch up and starting the engine

---

## **12. CONTROL** ▶

Accelerator.  
Uncontrolled use  
Excessive revs

Clutch.  
Not depressing the clutch pedal before stopping  
Uncontrolled engagement after changing gear

Gears.  
Clutch Coasting

Looking down when changing gear resulting loss of steering control  
Selecting the wrong gear for the road and traffic conditions

### Footbrake.

Uncontrolled use resulting in pulling up too early or too late  
Late or harsh braking  
Missing the brake pedal completely

### Handbrake.

Applying whilst in motion  
Not applying where necessary resulting in rolling forwards or backwards  
Allowing the vehicle to 'creep' with an automatic  
Unable to release fully

### Steering.

Unable to maintain a steady course in normal driving  
"Swan Neck" turns when turning right  
At a normal stop, mounting and dismounting the kerb  
Not following the contour of the kerb at a bell mouth junction

---

## **13 MOVE OFF ▶**

### Safely.

No blind spot checks / incorrectly timed checks  
Moving away unsafely  
Blind spot check only over the left shoulder  
Pulling away with the left signal on

### Under Control.

Stalling  
Repeated stalling  
Moving off with the handbrake applied  
Rolling backwards when attempting to move off  
Not engaging a gear and attempting to move off  
Attempting to pull away in too high a gear

---

## **14. USE OF MIRRORS WELL BEFORE ▶**

### Signalling/Changing direction/Stopping.

Not using the exterior mirrors when essential  
Using the mirrors but not reacting to the information  
Not using the mirrors at all  
Pulling up with no mirror checks  
Increasing speed with no mirror checks  
Late use of mirrors

---

## **15. SIGNALS ▶**

### Where necessary.

Omitting to re-apply when it self cancels



Omitting to give a signal where necessary

Correctly.

Signalling unnecessarily

Wrong arm signals

Omitting to cancel after use

Incorrect (i.e. left for right, right for left)

Flashing the headlights at another driver to proceed or turn

Having the hazard lights on whilst on the move

Unnecessary use of the horn

Beckoning pedestrians

Properly Timed.

Giving late exit signals at roundabouts

Arriving at a junction and then signalling

Signalling after starting the manoeuvre

Signalling far too early or too late

Misleading signal before intended left and right turn

---

## **16. CLEARANCE TO OBSTRUCTIONS** [▶](#)

Driving too close to stationary vehicles and obstructions

---

## **17. RESPONSE TO SIGNS AND SIGNALS** [▶](#)

Traffic signs.

Going to the wrong side of a keep left sign

Non compliance with a stop sign

Non-compliance with a No Entry sign

Driving in a Bus Lane when times on the sign prohibit its use

Not complying with Mandatory signs

Road markings.

Unnecessarily crossing the solid white centre lines

Not conforming to directional arrows

Stopping in a yellow box junction when the exit is not clear

Traffic lights.

Waiting at a green filter light when safe to proceed

Not conforming to a red light

Late reaction to the amber traffic light

Remaining at the stop line when safe to move forwards

Stopping beyond the solid white line going into an area designated for cyclists

Traffic controller.

Police

Traffic warden

School crossing patrol  
Other persons directing traffic

Other road users.

Not reacting appropriately to the signals given by other road users

---

**18. USE OF SPEED** ▶

Driving too fast for prevailing road, traffic and weather conditions  
Breaking the speed limit

---

**19. FOLLOWING DISTANCE** ▶

Getting too close to moving vehicles  
Pulling up too close to vehicle ahead

---

**20. PROGRESS** ▶

Driving at an appropriate speed for the road and traffic conditions  
Holding up following traffic

Avoiding undue hesitation.

Stopping unnecessarily at junctions and other hazards  
Not proceeding when it is safe to do so at junctions

---

**21. JUNCTIONS** ▶

Approach speed.

Approaching too fast  
Approaching too slow

Observation.

Not taking effective observation before emerging  
Looking both ways but still emerging to affect other road users

Turning right.

Positioning too far to the left  
Positioning too far to the right  
On major to minor stopping short of the turning point  
Incorrect position before turning right

### Turning left.

Positioning too far to the right or too close to the kerb  
Swinging out prior to reaching the corner  
Positioning in an unmarked inappropriate lane to turn left

### Cutting Right Corners

Cutting corners, from major to minor roads

---

## **22. JUDGEMENT WHEN [▶](#)**

### Overtaking.

Cutting in after overtaking  
Attempting to overtake in a hazardous place  
Unsafe overtaking

### Meeting Traffic.

Failure to show proper judgement when meeting approaching traffic

### Crossing Traffic.

Turning right across the path of oncoming road users

---

## **23. POSITIONING [▶](#)**

### Normal driving

Too close to the kerb  
Too far from the kerb  
Not using bus or cycle lanes when the times allow its use  
On dual carriageways driving in the right hand lane  
Cutting across the normal road position when going ahead at roundabouts

### Lane discipline

Straddling lanes marked on roundabouts when going ahead or when turning  
Straddling a bus lane

---

## **24. PEDESTRIAN CROSSINGS [▶](#)**

Approaching too fast  
Not reacting to the lights at a pedestrian controlled crossing  
Pulling away well before the crossing is clear of pedestrians  
Not stopping when necessary  
Beckoning pedestrians to cross

---

## **25. POSITION FOR NORMAL STOPS** ▶

Normal stop not made in a safe position  
Both nearside wheels on the kerb / pavement  
Over a driveway  
At a bus stop

Too far from the kerb  
Too near to a junction  
Opposite other parked vehicles

---

## **26. AWARENESS AND PLANNING** ▶

Failure to judge what other road users are going to do and react accordingly

---

## **27. ANCILLARY CONTROLS** ▶

Failure to use ancillary controls when necessary  
Unable to operate controls  
Not able to locate or operate essential ancillary controls  
Loss of control whilst operating ancillary controls

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Version 1 / 2005

