

ELEVENTH SCHEDULE

[Regulation 51(7)]

DRIVING FAULT MARKING SCHEME FOR VEHICLE TYPES A, A1, A2 AND AM

1. Driving faults

(1) Every driving fault shall be recorded by means of an oblique stroke in the column corresponding to driving faults.

(2) Every subsequent fault for the same driving fault shall be recorded by means of additional oblique stroke.

(3) Any driving fault committed more than 3 times shall constitute a serious fault.

(4) (a) The examiner shall mark every fault committed by an applicant in the marking sheet.

(b) The decision of the examiner in respect of a fault shall be final.

(5) (a) The examiner shall mark a fault at the moment it occurs.

(b) Where the examiner marks a fault, that mark shall not be modified or removed from the marking sheet.

2. Serious driving faults

(1) Any applicant who puts a vehicle in a potentially dangerous situation shall commit a serious fault.

(2) Where an applicant commits a serious fault, the examiner shall order the applicant to slow, stop or steer in order to restore the vehicle in a safe position.

(3) Any serious fault committed by an applicant shall be recorded under the column marked "S".

3. Dangerous driving faults

(1) Any applicant who causes actual danger to other road users by failing to have proper control of the vehicle and, where the examiner actually has to assist with the steering, brakes or other control to avoid a crash, shall commit a dangerous fault.

(2) Every dangerous fault shall be recorded by means of an oblique stroke under the column marked "D".

4. Marking standard

(1) Where an applicant commits not more than 4 driving faults and any of the faults does not constitute a serious or dangerous fault, he shall pass the driving test.

(2) Where an applicant commits more than 4 driving faults or any serious or dangerous fault, he shall fail the driving test.

5. Faults constituting driving faults

The following faults shall constitute driving faults –

(a) failure to perform the following manoeuvres by an applicant of an auto cycle or a motorcycle driving licence –

(i) use of stand;

(ii) manual handling;

(iii) slalom; or

(iv) Figure 8;

- (b) inability to meet the requirements of the eyesight test at a distance of 27.5 metres;
- (c) avoidance control and controlled stop – inadequate braking, slow reaction or lack of control;
- (d) turning in the road – incorrect or inaccurate use of controls;
- (e) lack of effective all round observation during the turn in the road exercise;
- (f) failure to take proper precautions before starting the engine;
- (g) uncontrolled or harsh use of the accelerator;
- (h) uncontrolled use of clutch;
- (i) failure to engage the gear appropriate to the road and traffic conditions or for junctions; coasting in neutral or with the clutch pedal depressed; not changing gear or selecting neutral when necessary; late or harsh use of footbrake;
- (j) not applying or releasing the parking brake when necessary;
- (k) erratic steering, overshooting the correct turning point when turning right or left, hitting the kerb when turning left; incorrect positioning of hands on the steering wheel or both hands off the steering wheel;
- (l) failure to take effective precautions before moving away;
- (m) inability to move off smoothly, straight ahead, at an angle or on a gradient;
- (n) failure to make effective use of the mirrors before signaling;
- (o) failure to make effective use of the mirrors before changing direction;

- (p) failure to make effective use of the mirrors before changing speed;
- (q) omitting a necessary signal;
- (r) signal not in accordance with the Highway Code; failure to cancel direction indicator; beckoning pedestrians to cross;
- (s) incorrect timing of signal – too early so as to confuse other road users or too late to be of value;
- (t) failure to comply with "Stop" signs, including "Stop children" sign carried by school crossing patrol;
- (u) failure to comply with directional signs or "No entry" signs;
- (v) failure to comply with road markings, double white lines or box junctions;
- (w) failure to comply with traffic lights, excluding not pedestrian crossings;
- (x) failure to comply with signals given by a police officer, traffic warden, or any such other person authorised to direct traffic;
- (y) failure to take appropriate action on signals given by other road users;
- (z) driving too fast for the prevailing road and traffic conditions;
- (za) passing too close to stationary vehicles or obstructions;
- (zb) keep distance – following too closely behind the vehicle in front;
- (zc) leave a reasonable gap from the vehicle in front when stopping in lines of traffic;

- (zd) driving too slowly for the prevailing road and traffic conditions;
- (ze) unduly hesitant;
- (zf) approaching junctions too fast or too slow;
- (zg) not taking effective observations before emerging or emerging without due regard for approaching traffic at junctions;
- (zh) incorrect positioning before turning right;
- (zi) positioning too far from the kerb before turning left;
- (zj) cutting right hand corners;
- (zk) overtaking or attempting to overtake other vehicles unsafely;
- (zl) not showing due regard for approaching traffic; turning right in a safe manner when involving traffic approaching from the opposite direction;
- (zm) incorrect positioning of the vehicle during normal driving;
- (zn) failure to exercise proper lane discipline;
- (zo) failure to give precedence to pedestrians on a pedestrian crossing;
- (zp) non-compliance with traffic lights at a pedestrian crossing;
- (zq) normal stop not made in safe position;
- (zr) not anticipating what other road users intend to do or reacting inappropriately, including any inconveniencing of pedestrians actually crossing the road at a junction, whether or not controlled by lights;

(zs) failure to use the ancillary controls when necessary; and

(zt) failure to demonstrate an eco-safe standard of driving.
