

THE DAY OF YOUR ADVANCED DRIVING TEST

NOTES TO HELP YOU PREPARE

PREPARATION

Prior to test day, complete your vehicle “POWDER” checks and address anything that may need attention. You will have enough to think about on test day without inflating tyres, filling washer bottles, etc.

Ensure that your vehicle is clean, inside and out.

Ensure that your vehicle is tidy inside, with no distractions for you or the Examiner. Use the opportunity to de-clutter, bearing in mind that you may have become used to potentially distracting objects on the dashboard, hanging from the rear-view mirror, etc

Ensure that inside your vehicle, there are no lingering reminders from the take-away the night before!

Take with you the originals of your driving licence (both parts if a two-part), insurance certificate and MOT certificate (if applicable). The Examiner will not be permitted to conduct the test if you do not supply these documents.

ARRIVING AT THE RENDEZVOUS POINT

Prior to test day, ensure that you know the exact location of the rendezvous point - if in doubt check with the Examiner.

Ensure that you arrive at the agreed rendezvous point in plenty of time, which will help you to stay calm and composed rather than flustered and tense. You may not be familiar with the area, or may be travelling at a different time of day to usual, so remember to take into account the impact that the school run and the weekday commute have on traffic patterns and journey times. The Examiner will probably have several tests to conduct that day, and will not be pleased if you do not arrive on time.

As you arrive, make a note of any particular or potential hazards in the immediate area, which may throw you off your stride in the first minute or so of your test drive. Also, it may not be obvious, so make a note of the speed limit on what will be your first stretch of road, so as to avoid a sudden crisis of confidence!

If possible, park in a quiet place in the parking area, facing in the direction of intended travel so as to simplify your first manoeuvre.

If necessary, take the opportunity for a last-minute clean of windows, lights, and mirrors (take along a container of water and a chamois for this purpose).

The Examiner will be either a serving or former police class 1 driver, but will not be in uniform.

All Examiners are volunteers, conducting the tests in their own time.

Once you have met your Examiner, remember to turn off your mobile phone to avoid any distractions during your test.

The Examiner will perform an external visual inspection of your vehicle, so try to park with sufficient clearance to walk all round the vehicle.

It is unlikely that the Examiner will ask you to conduct an external vehicle inspection, but be prepared to do so if requested. You may volunteer to do such an inspection if you wish. Be prepared to describe the checks conducted without actually having to do them.

DURING THE DRIVE

The Examiner has formal paperwork to complete before the drive begins, as part of which inspection of your vehicle and driving documentation will be required.

The Examiner may wish to confirm that your eyesight meets the minimum standard required, by asking you to read a registration plate on a vehicle at a suitable distance (see Highway Code rule 92).

The Examiner will provide a briefing, outlining the route for the drive, and describing the manner in which driving directions and instructions will be given.

The Examiner will not intentionally ask you to do anything illegal or unsafe, and in common with observed drives, you are deemed to be in control and responsible for your vehicle at all times.

The Examiner will appreciate that you may be nervous.

Cockpit Drill and Commentary are not mandatory parts of the test, but they are recommended. As part of the pre-drive briefing, the Examiner will usually ask if you would like to do either. Remember that the more information you can give by providing a commentary, the less the Examiner will need to look for in other ways. Running through the Cockpit Drill is a good way of helping you to mentally prepare for the drive ahead, and will help you to settle in to your normal routine.

Since you have safely driven to the rendezvous point, it is unlikely that you will be asked to do a Moving Brake Test. It is more likely that the Examiner will ask you to explain the theory and technique, but be prepared to conduct such a test if requested.

The advanced driving test is intended to assess car control not navigational skills, but be prepared to navigate using direction signs for some of the route e.g. "head in the direction of x".

Be prepared to answer some questions on the Highway Code or Advanced Driving Skills whilst on the move - note that you may find this very distracting.

The Examiner usually has a formal assessment sheet (Test Report) for completion during the drive, containing categories very similar to those on the sheet used for observed drives. Don't be put off if you see the Examiner writing - it doesn't necessarily mean that you have made an error.

The Examiner has a lot to concentrate on, and will not be chatty. This is not a personal reflection on you. Don't initiate distracting small talk yourself.

The Examiner will expect you to demonstrate the 5 "S"s - Safe, Smooth, Systematic, Speed and Sparkle.

You will be expected to be fully acquainted with the IPSCA system of car control. The Examiner will expect to see the system applied during your drive, and may ask you to describe the various components.

Don't be tempted to make disparaging remarks about other road users in an attempt to distinguish yourself as an advanced driver.

As a general rule, and dependant on its nature, making a mistake once does not mean that you will automatically be unsuccessful, although repetition of the same error most likely will.

It is very unlikely that you will be successful if you do something illegal during the drive, possibly also if you do something that is unsafe.

When you are aware that you have made an error or could have improved on some aspect of your drive, it can be helpful for you to acknowledge this to your Examiner, who will then be in no doubt that you realise you could have done better.

Don't try to impress the Examiner by driving in anything other than your normal way.

The Examiner is on your side and is not looking for you to be unsuccessful. The Examiner appreciates the effort that you and your Group Observers have put into your reaching the stage of taking your test.

The drive will normally last 60 - 90 minutes. Don't let your concentration slip towards the end when it's clear you are returning to the rendezvous point- the driving assessment continues right up until you are parked.

AFTER THE DRIVE

On return to the rendezvous point, the Examiner may wish to assess further your knowledge of the Highway Code and/or Advanced Driving Skills by asking a number of specific questions. Take your time and don't rush your answers. If you don't understand a question, or are unsure, politely say so and ask for clarification. It is important to give the correct answer to the question actually asked.

On completion of the assessment, the Examiner will advise you of your test result, and should you be deemed to have demonstrated a satisfactory standard, the Examiner will advise you that you are to be "Recommended for Membership" i.e. Full Membership of the IAM.

Whatever the test result, the Examiner will provide a post-drive debrief of points and observations, together with feedback on any areas that may need attention and/or development. Where a formal assessment sheet has been used, you will normally receive a copy.

Please notify your Group Observer and Chief Observer of the result of your test. It is helpful if you can provide the name of your Examiner, the duration of the drive, some idea of the area/route that the drive covered, and a summary of the Examiner's post-drive debrief.

The Group Observer Team finds it very useful to review data from completed Test Reports, which is held in a special area of the Group website. If you are willing for data from your Test Report to be included, please confirm this with your Group Observer, who will be happy to discuss the items of information normally held, and whether you wish the data to be attributable to you or for it to be completely anonymous!