



Newfoundland
Labrador

ROAD USERS

GUIDE

DISCLAIMER

Learning to drive is an important milestone in a person's life. This Manual was designed to assist you in learning the skills necessary to become a safe licenced driver. It contains information on how to obtain your licence, the Newfoundland and Labrador driver licencing and vehicle registration system, rules of the road, signs and road markings, and what to do in emergency situations.

This Manual contains most of the information necessary to pass a driving examination including facts which you will need to know to successfully complete the rules of



To the Road User

**THIS BOOKLET HAS BEEN
PREPARED AS A GUIDE FOR
DRIVERS.**

**FOR OFFICIAL PURPOSES,
PLEASE REFER TO THE
HIGHWAY TRAFFIC ACT.
AVAILABLE AT
WWW.GOV.NL.CA**

the road and safe driving practices. Information in this guide is subject to change without notice.

The assistance of the Avalon Community College, through the staff of the Literacy Office, is acknowledged in preparing this booklet in an easily readable format.

Specifics on commercial classes of licences may be found in the Highway Traffic Act.

Motor Registration Division
Department of Government Services
Newfoundland and Labrador

Revision Date: April 2009

Driver Examination Offices are located on a regional basis and serve various towns within the region. The following is a list of Regional Offices and travel points. Visits are scheduled on a regular basis and schedules can be obtained from Regional Offices.

ST. JOHN'S REGION

OFFICE	TRAVEL POINTS
Mount Pearl (729-2442)	For general inquiries, please call toll free 1-877-636-6867
Clarenville (466-2063)	Bonavista (468-7747)
Marystown (279-8030)	
Labrador City (944-5859)	
Happy Valley - Goose Bay (896-5437)	

GRAND FALLS-WINDSOR REGION

OFFICE	TRAVEL POINTS
Grand Falls-Windsor (292-4353)	Milltown (882-2029) Springdale (673-4273)
Gander (256-1014)	
Lewisporte (535-6909)	

CORNER BROOK REGION

OFFICE	TRAVEL POINTS
Corner Brook (637-2213)	Deer Lake (635-2901)
Stephenville (643-8635)	Port Aux Basques (695-7283)
Flower's Cove (456-2820)	St. Anthony (454-8580) Forteau (931-2014) Cartwright Port Hope Simpson



TABLE OF CONTENTS



INTRODUCTION	1
ADDRESSES & PHONE NUMBERS OF MOTOR REGISTRATION OFFICES	2
LICENCING REQUIREMENTS	4
Who Can Drive in Newfoundland & Labrador	4
How to Obtain a Newfoundland Driver's Licence	4
The Graduated Driver's Licencing Levels	4
The Road Test	5
Driver's Licence Classifications	6-9
Driver's Licence Classifications Diagram	9
VEHICLE EQUIPMENT AND STANDARDS	10
Lights	10
Brakes	10
Muffler	11
Horn	11
Tires	11
Windshields and Other Windows	11
Windshield Wipers and Washers	11
Defrosters	11
Mirrors	11
Speedometer	11
Odometer	11
Flares	12
Seat Belts and Child Restraints	12
Restraints Diagram	13
TRAFFIC SIGNS	13
Cell Phones	13
COMMON REGULATORY SIGNS	17-18
WARNING SIGNS	19
Common Warning Signs	19-21
Construction Signs	22
TRAFFIC AND PEDESTRIAN LIGHT SIGNALS	23-24
PAVEMENT MARKINGS	25-27
RULES OF THE ROAD	28
Right of Way	28
Who Goes First	28
4-Way Stop	29
Turns	30-33
Safe Passing	34-35
Signals and Lane Changing	36-37
Entering and Driving on Divided Highways	38
Leaving a Divided Highway	39
Cloverleaf	39
Backing	40
Parking	41-44
School Buses	45

Emergency Vehicles	46
Following Distances	47
Avoid Hitting Car in Front of You	48
Avoid Being Struck From Behind	48
Speed	49
Sudden Stopping and Reaction Time	49
Manual Transmission	50
When Lights are Required	51
RESPONSIBLE DRIVING	52
Maintaining Your Vehicle	52
Night Driving	53
Driving in Bad Weather	53
Winter Driving	54
Steering and Skidding	55
Fuel Efficient Driving	55
EMERGENCIES	56-60
Collisions	61
IMPAIRED DRIVING	62-66
NOW YOU ARE LICENCED	67
Renewing Your Licence	68
Donor Consent Form	68
Vehicle Registration	68
Application for Registration	68
Renewing Your Registration	68
Registration for Out-of-Province Passenger Vehicles	69
Registration for Out-of-Province Commercial Vehicles	69
Renewal Processing	69
Licence Plates	70
Insurance	70
Transfer of Ownership	71
Bill of Sale	72
COURSES TO IMPROVE DRIVING SKILLS	73
DEMERIT POINT SYSTEM	74
Table of Point Values for Convictions	75
MOTORCYCLE SAFETY	75
Check Your Equipment	77
Check Your Motorcycle	78
Safe Driving Practices	79-84
Riding at Night	85
Emergencies	85-87
Passengers	88
Blow Outs	89
OBTAINING A NEWFOUNDLAND AND LABRADOR MOTORCYCLE LICENCE	90
MOTORCYCLE BALANCE TEST MANEUVER	90
LEARNING TO DRIVE A MOTORCYCLE	90
ROAD TEST	91
INFORMATION FOR THE COMMERCIAL DRIVER	92-96

Licensing Requirements

Who Can Drive in Newfoundland and Labrador?

In order to drive a motor vehicle in Newfoundland and Labrador, a person must hold a valid licence for the type of vehicle being driven. A valid Newfoundland driver's licence is required by all Newfoundland residents who want to drive on the province's streets and highways.

A valid Newfoundland licence is **not** required by people from outside Newfoundland who hold a **valid** licence from their own province, state, territory or country, provided that they are seventeen years of age or older. Such people may operate a vehicle for a period of three (3) months before being required to apply for a Newfoundland licence. The same applies to licenced motorcycle operators who are seventeen years of age or older.

How to Obtain a Newfoundland Driver's Licence

Who can get a driver's licence?

Newfoundland has a Graduated licencing system in place. Graduated licencing is a gradual step-by-step licencing process that is designed to help novice drivers, regardless of age, acquire the knowledge and skill needed to operate a motor vehicle.

Anyone 16 years of age or older, and who has not been refused for medical reasons, may apply for a Newfoundland Driver's Licence.

New applicants must:

- be sixteen (16) years of age or older
- present (at the time of application) proof of age in the form of an **official government birth certificate**; or a **passport**; plus one other source of identification showing name and date of birth such as a **SIN card** or **MCP**. All documents must be originals. Photocopies will not be accepted unless properly certified.

The Graduated Drivers Licence Levels

Newfoundland and Labrador has a Graduated Driver Licencing program for classes 5 and 6. For information on these classes please refer to p.6.

Before you can be issued a Level I licence, you will be required to pass a written test and a standard vision test (if you wear corrective lenses bring them with you for the test). The written test consists of questions about the rules of the road, safe driving practices and road sign recognition. A mark of 85% is a passing grade for the written test. Class 6 applicants will be required to do a balance test prior to the written and vision testing.

When you have passed the vision and written tests, you can apply and pay a fee for your Level I licence. With your Level I licence you may begin your practice driving following the rules under the requirements of the class.

The Road Test

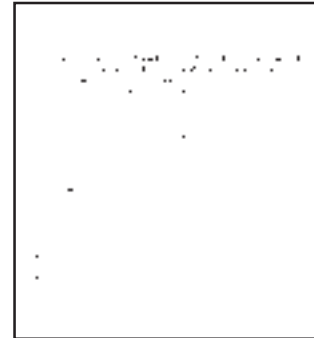
After 12 months in Level I or 8 months in Level I, with the completion of an approved driver training or motorcycle program for class 5 or 6, you may take your road test. We recommend you contact the nearest office prior to your graduation date to schedule a road test date and time.

On the day of your road test, your vehicle will be checked for mechanical fitness and you must present the following:

1. Your receipt for the payment of your road test fee.
2. Your valid Level I driver's licence.
3. Your valid insurance and registration papers for the vehicle in which you are to be road tested in.



NOTE: Please check with the Motor Registration Office for requirements for classes 1, 2, 3, or 4.



Driver's Licence Classification

Each driver's licence issued in Newfoundland and Labrador since November 1977 is a classified licence. This means that it belongs to a group or category and allows the driver to operate the types of vehicles listed in that category. Your licence will be classified in its main category and endorsed for other classes of vehicles you may be entitled to drive. For example, you may have a "Class 5" driver's licence which is also endorsed for "Class 6" because you also have a valid motorcycle licence.

- All classes are valid for five (5) years and expire on the driver's birth date.

CLASS 1 -

"Class 1 Driver's Licence" is a licence that permits the holder to drive only those vehicles listed in the Class 1 "permitted to operate" section of the diagram, unless it is endorsed for other types of vehicles as well. The driver must have held a valid licence of at least "Class 5" for a minimum of one (1) year. A medical examination is required as well as vision, written and road test.

CLASS 2 -

"Class 2 Driver's Licence" permits the holder to drive only those vehicles listed next to it in the diagram, unless it is endorsed for others. The driver must have held a valid licence of at least "Class 5" for a minimum of one (1) year. A medical examination is required as well as vision, written and road test.

CLASS 3 -

"Class 3 Driver's Licence" permits the holder to drive only those vehicles listed next to it in the diagram, unless it is endorsed for others. The driver must have held a valid licence of at least "Class 5" for a minimum of one (1) year. A medical examination is required as well as vision, written and road test.

CLASS 4 -

"Class 4 Driver's Licence" permits the holder to drive only those vehicles listed next to it in the diagram, unless it is endorsed for others. The driver must have held a valid licence of at least "Class 5" for a minimum of one (1) year. A medical examination is required as well as vision, written and road test. (Road test not required for taxi. Restricted Class 4 licence will be issued.)

CLASS 5 Level I -

Please note a Class 5 licence refers to a full Class 5 not a 5I or 5II.

"Class 5 Level I" permits the holder to drive only those vehicles listed next to it in the diagram. Level I is 12 months in duration (8 months with the completion of an approved Driver Education Program), and drivers must comply with all the requirements for Level I:

- 16 years of age

- 12 months reduced to 8 months with an approved driver education program
- Accompanied by a licenced driver with 4 years driving experience in Class 5 or higher.
- Novice driver must have a Blood Alcohol Content (BAC) of 0 mg% and the accompanying driver cannot exceed 50mg or more of alcohol in 100mL of blood.
- No passengers, except accompanying driver. Parent or guardians may be present if novice is in a driver education program accompanied by a licenced instructor.
- No upgrade to a commercial class driver's licence
- Not permitted to drive between midnight and 5:00 A.M.
- "Novice Driver" sign required on rear of vehicle **ONLY** when being operated by a novice driver (5cm (2 in) lettering black on white background)
- Pass road test to exit Level I

Vision, written and road tests are required . Medical examinations are necessary at age 75 years or older.

CLASS 5 Level II

Class 5 Level II permits the holder to drive only those vehicles listed next to it in the diagram. Level II is 12 months in duration and the requirements for this class are as follows:

- If driving between midnight and 5:00 a.m. must be accompanied by a licenced driver with 4 years driving experience in Class 5 or higher (exempt for travel to and from work. Novice driver must provide proof of working hours from employer for police.)
- Novice driver must have a BAC of 0 mg % and accompanying driver cannot exceed 50mg or more of alcohol in 100mL of blood.
- Passengers restricted to the number of seat belts
- No upgrade to commercial class driver's licence

Class 5 Level II drivers will automatically exit level II after 12 months from entry, unless suspended. A full Class 5 driver's licence will be issued and sent to you after your 12th month.

Class 6 Level I

Class 6 Level I permits the holder to drive only those vehicles listed next to it in the diagram. Level I is 12 months in duration and drivers must comply with all the requirements for Level I

- 16 years of age
- 12 months reduced to 8 months with an approved motorcycle driver education program

- Accompanied by a licenced motorcycle driver with 4 years driving experience, on another motorcycle or in a motor vehicle.
- Novice driver must have a BAC of 0 mg % and accompanying driver cannot exceed 50mg or more of alcohol in 100mL of blood
- Passenger NOT permitted
- No upgrade to commercial class driver's licence
- Not permitted to drive after darkness (one half hour before sunset to one half hour after sunrise
- Not permitted on highways where posted speed limit exceeds 80 KM/H
- Pass road test to exit this level

Vision, balance, written, and road tests are required. Medical examinations are necessary at age 75 years or older.

Class 6 Level II

Class 6 Level II permits the holder to drive only those vehicles listed next to it in the diagram. Level II is 12 months in duration and the requirements for this class are as follows:

- BAC of 0 mg %
- No upgrade to commercial class driver's licence

- Not permitted to drive between midnight and 5:00 A.M.

NOTE:

Parental or guardian approval is required for any driver under 19 years of age to obtain a novice driver's licence (for first time applicants). This requires a parent's or legal guardian's signature on the initial application.

Class 8

Class 8 permits the holder to drive traction engines only - as shown in the diagram. The minimum age is 17 years. A written test is required and a letter from the employer (stating that the driver operates traction engines) is necessary. Medical examinations are required at age 75 or older.















Class 9

Air Brake endorsement, without brake adjustment certification. A written test is required.

Class 9A

Air Brake endorsement, with brake adjustment certification. Both a written and a practical test are required.

DRIVER'S LICENCE CLASSIFICATION

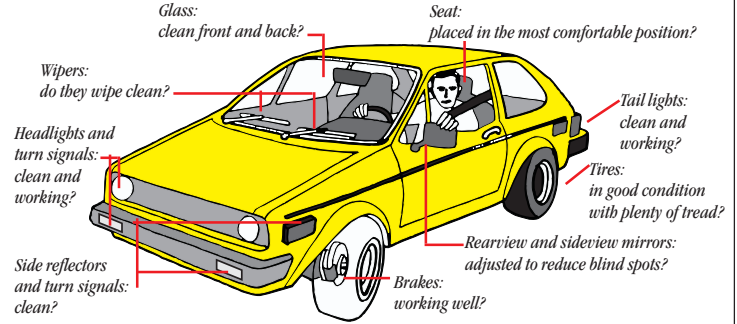
License Class	Permitted to operate	Expiry	Vehicle Types, Examples	Not Permitted to operate	Minimum Requirement	Medical	Vision and Knowledge Test	Road Test
1	Class 1 – Permits the operation of: (a) Semi-trailer and tractor trailer combinations; (b) All vehicles in class 3; (c) All vehicles in class 5.	Valid for 5 years. Expires on the birthdate	 	(a) Vehicles with traction engine or air brakes, buses of any size while carrying passengers or motorcycles, without appropriate endorsements.	must have held a valid licence of at least class 5 for minimum of 1 year.	Required on initial issue: every five years to age 45; every three years to age 65; every year after 65.	Vision, rules and sign test for class 1. Written test for air brakes.	Road test in type 1 vehicle.
2	Class 2 – Permits the operation of: (a) Buses having a seating capacity of more than 24 passengers; (b) All vehicles in class 4; (c) All vehicles in class 5.	Valid for 5 years. Expires on the birthdate	 	(a) Trucks with 3 or more axles, motorcycles or vehicles with air brakes or traction engine without proper endorsement. (b) Type 1 Vehicles except as an authorized learner.	must have held a valid licence of at least class 5 for minimum of 1 year.	Required on initial issue: every five years to age 45; every three years to age 65; every year after 65.	Vision, rules and sign test for class 2. Written test for air brakes if vehicle is equipped with air brakes.	Road test in type 2 vehicle.
3	Class 3 – Permits the operation of: (a) Trucks with 3 or more axles, including any combination of vehicles; (b) All vehicles in class 5.	Valid for 5 years. Expires on the birthdate	 	(a) Vehicles with air brakes or traction engine without proper endorsement. (b) Taxi, emergency vehicles, buses carrying less than 24 passengers or motorcycle without proper endorsement. (c) Buses carrying more than 24 passengers, or type 1 or 2 except as an authorized learner.	must have held a valid licence of at least class 5 for minimum of 1 year.	Required on initial issue: every five years to age 45; every three years to age 65; every year after 65.	Vision, rules and sign test for class 3. Written test for air brakes.	Road test in type 3 vehicle.
4	Class 4 – Permits the operation of: (a) Taxis, ambulances, and any emergency vehicles; (b) Buses with a capacity of up to 24 passengers; (c) All vehicles in class 5.	Valid for 5 years. Expires on the birthdate	 	(a) Vehicles with air brakes, traction engines or motorcycles without proper endorsement. (b) Type 1, 2, and 3 vehicles except as an authorized learner.	must have held a valid licence of at least class 5 for minimum of 1 year.	Required on initial issue: every five years to age 45; every three years to age 65; every year after 65.	Vision, rules and sign test for class 4.	Road test in bus seating up to 24 passengers. Without road test: a restricted licence prohibiting the operation of a bus may be issued (taxi licence only).
5 Level I Level II	Class 5 – Permits the operation of: (a) Vehicles with not more than 2 axles; (b) Combination of vehicles (excluding semi-trailers or tractor-trailer combinations) where the towed vehicle does not exceed 4500 kg. (c) Buses, taxis and emergency vehicles while not carrying passengers; (d) Self-propelled motor homes having 2 or more axles; (e) Farm tractors or backhoe; (f) Forklift.	Level I Valid for 2 years from date of issue. Level II Valid for 5 years. Expires on the birthdate	   	(a) Vehicles with air brakes, traction engines or motorcycles without proper endorsement. (b) Type 1, 2, 3 or 4 vehicles except as an authorized learner. (c) Taxi not permitted.	Level I 16 years with parental approval. Level II 16 years, 8 months	Required at age 75. Second medical required at age 80. Every two years thereafter.	Vision, rules and sign test for class 5.	Road test in type 5 vehicle.
6 Level I Level II	Class 6 – Permits the operation of: (a) Motorcycles and mopeds only.	Same as Level I & II for Class 5 above.		(a) Type 1, 2, 3, 4 or 5 vehicles except as an authorized learner.	16 years with parental approval, except as stated for other classes.	Required at age 75. Second medical required at age 80. Every two years thereafter.	Balance test. Vision, rules and sign test for class 6.	Road test on type 6 vehicle.
8	Class 8 – Permits the operation of: (a) Traction engines only.	Valid for 5 years. Expires on the birthdate		(a) Any other type of vehicle except as an authorized learner.	With parental approval – 17 years.	Required at age 75. Second medical required at age 80. Every two years thereafter.	Written test.	Letter required from employer stating that driver operates traction engine. Letter must be on company letterhead
9	Class 9- Permits the operation of (a) Air brake equipped vehicles in classes shown on licence.						Written test only.	
9A	Class 9A- Permits the operation of (a) Air brake equipped vehicles in classes shown on licence with brake adjustment certification.						Written and practical test.	

Vehicle Equipment and Standards

The motor vehicle in which you take a driving test will be checked before your test for the following: licence plate, lights, horn, rear-view mirror, windshield wipers, muffler, brakes, tires, windshield, window glass and steering. A driving test will not be given in a vehicle which is unsafe or does not meet equipment requirements. It is wise to check your vehicle regularly to ensure that the following standards are met.

1. LIGHTS

- (a) Headlights - The headlights of a motor vehicle (other than a motorcycle) must give off an upper beam of white light that will reveal a person or another vehicle at a distance of 100 m. A dash beam indicator light (showing high beam) must be part of the lighting system. A motorcycle must have at least one headlamp.
*See Rules of the Road Section for use of high and low beam.
- (b) Parking Lights - These lights are used to make your vehicle visible when parking **only**. If you drive when lights are needed, turn your headlights on.
- (c) Tail Lights - These red lights at the rear of a vehicle or trailer must be visible from a distance of 150 m. A white light must shine on the licence plate so that it is visible from a distance of 15 m.
- (d) Fog Lights - These may be used in addition to low beam headlights when the fog is so thick that regular headlights have no advantage.



- (e) Signal Lights - All vehicles must have a set of signal lights that emit a white or amber light at the front and a red or amber light at the rear to indicate turning direction. These must be visible for a distance of 90 m to the front and 250 m to the rear.

2. BRAKES

All vehicles must have brakes that can be applied by two separate and independent means (front and rear). These brakes must be kept in good working order. A motorcycle must have a brake on each wheel of the cycle.

3. MUFFLER

All vehicles must be equipped with a working muffler that prevents excessive or unusual noise. Tampering with a muffler (muffler cut-out) to increase noise is strictly forbidden.

4. HORN

All vehicles must have a working horn to be sounded whenever it is reasonably necessary. Bells, gongs, or sirens are for use on emergency vehicles only.

5. TIRES

All vehicles must be fitted with tires of the standard prescribed by the Highway Traffic Act. At least 1.5 mm of tread depth must remain. No tires with metal studs may be used between May 1st and October 31st.

6. WINDSHIELDS AND OTHER WINDOWS

It is an offence to have a sign or other object in the window that might block or impair the driver's vision. However, certificates and stickers required or allowed by the Highway Traffic Act or Regulations may be put in the proper positions (inspection certificates, parking permits, etc.). Window tinting is not permitted on the windshield and the front windows.

7. WINDSHIELD WIPERS AND WASHERS

All vehicles (except motorcycles) must be equipped with a wiper device for cleaning rain, snow and moisture from the windshield. Since 1971, motor vehicles have also been equipped with a windshield washer that must be kept filled with washer fluid. For safety, it is important that you be able to wash away sudden splashes from other vehicles that could obscure your vision.

8. DEFROSTERS

All vehicles (except motorcycles) must have a defrosting device that will keep both front and rear windows free of moisture and ice to ensure that the driver has a clear view of the road.

9. MIRRORS

All vehicles must have at least one mirror to give the driver a clearly reflected view to the rear. These must not be cracked or discoloured. The inside rear-view mirror and outside side mirrors must be adjusted to the driver's view. For all types of mirrors there still exists a "blind spot" where other vehicles may be driving and not be reflected in either mirror (see page 38). You must look over your shoulder, as well as using your mirror, before changing your position on the road. If your view to the rear is obstructed, you must have two outside mirrors.

10. SPEEDOMETER

All vehicles must have a working speedometer that accurately shows the speed at which the vehicle is travelling.

11. ODOMETER

The odometer indicates the total distance that the vehicle has travelled. It is illegal to tamper with or change the mileage shown on the odometer.

12. FLARES

A commercial vehicle exceeding 2500 kg must be equipped with flares which must be placed 30 m in front of and to the rear of a disabled vehicle.

13. VEHICLE MODIFICATIONS WITH AFTERMARKET PARTS

Window tinting; adjusting the height of vehicle; modifying wheels, tires, exhaust etc. will void warranty and legally may not be permitted. You should consult the HTA and accompanying regulations and acts for clarification.

14. SEAT BELTS

Seat belt use is mandatory in Newfoundland and Labrador. The lap belt is to be worn low down on the hips (not across the stomach) ensuring that the belt is tight. The shoulder belt must be worn across the shoulder and never under the arm. An improperly worn seat belt could cause additional injury rather than protect you during a collision. All passengers 16 years of age and over are responsible for wearing their seat belts properly. The driver's responsibility is to ensure that passengers under 16 years of age are properly restrained.

Pregnant women should wear the lap and shoulder belt when riding in a vehicle. The belt must be worn properly, low down under the bulge of the tummy and across the shoulder. The best way to protect the unborn child is to ensure the safety of the mother.

15. CHILD RESTRAINTS

Infants up to 9 kilograms (20 pounds) must be properly restrained in a correctly installed infant carrier that faces the rear of the vehicle.

NEVER PLACE A REAR-FACING CHILD RESTRAINT IN A SEAT EQUIPPED WITH AN AIR BAG.

Children between 9 and 18 kilograms (20-40 pounds) must be properly restrained in a forward-facing car seat that has been correctly installed according to manufacturer's instructions with tether strap properly installed.

Try the seat in your vehicle to be sure that it can be installed properly and can be tightened so there is little movement.

A booster seat must be used when a child has outgrown a car seat. These seats raise the child to window level and position the seat belt of the vehicle in the proper position to restrain the passenger. If you don't secure a child in a proper seat you may receive a fine and the loss of two demerit points. More importantly, by securing them properly, it may prevent the injury or even death of a child.

Booster seats must be used if your child is:

- Four to eight years old (inclusive)
- Between 18 and 37 kilograms (40-80 pounds)
- Under 145 cm (4'9") tall or under

For further information on booster seat safety please contact the Department of Health and Community Services at 709-729-5021 or visit their web site at www.health.gov.nl.ca/health/booster/default.htm

Always follow the instructions according to the child seat manufacturer's manual and the vehicle owner's guide.

Transport Canada recommends that children 12 and under should be properly restrained in the back seat especially if there is a passenger side air bag.

Weights for child seats are just a guide, please check manufacturer specifications.

Wear the lap belt low over your hips – pull it until it fits snugly. Leave an inch or so of play between the shoulder belt and your chest.

16. CELL PHONES

It is illegal to use a hand-held cellular telephone while driving in Newfoundland and Labrador, as per Section 176.1(1) of the *Highway Traffic Act*.

Violators will face a fine and 4 demerit points.



CELLULAR SAFETY TIPS

- Safe driving is your first priority
- Buckle up
- Keep your hands on the wheel
- Keep your eyes on the road
- Position your phone where it is easy to see
- Familiarize yourself with the phone's operation while the car is parked
- Use a hands-free microphone while driving
- Use the speed dial feature for frequently called numbers
- Safely pull over and dial manually
- Never take notes while driving. Pull off the road if you must read or write
- Use voice mail to pick up your calls if it is inconvenient
- **Driving and traffic conditions demand your full attention.**

***NOTE: The fine for NOT wearing a seat belt properly could be up to \$500.00 and two (2) demerit points on your driving record.**

Traffic Signs

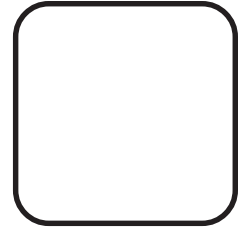
All traffic signs are designed to help the motorist follow safe driving practices. Although the meanings of the signs do not change, watch for them in several different places. They may be overhead, mounted on signs above the highway, on poles next to the roadway, or painted on the pavement itself.



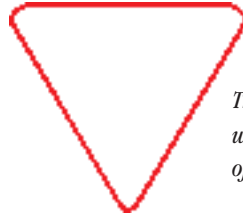
The Octagon always means Stop.



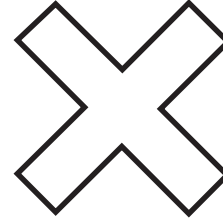
The Horizontal Rectangle states directions and distances.



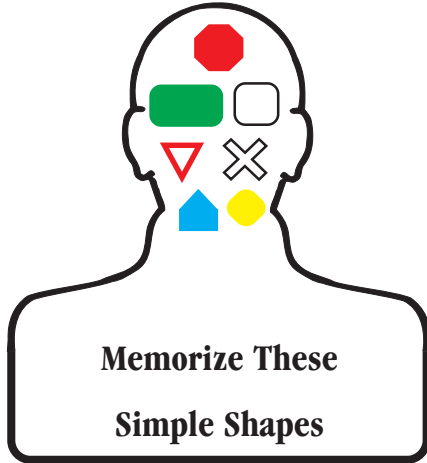
The Vertical Rectangle or Square states regulations.



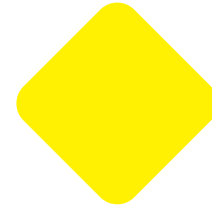
The Inverted Triangle always means yield the right of way.



The Crossbuck marks the railway crossing.



The Pentagon warns that school children may be present.



The Diamond warns of a bazard ahead.



- Means “stop” or that something is not allowed.



The **stop sign**, a red octagon with white lettering, means come to a full stop and be sure the way is clear before you drive on.

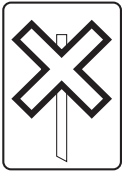
- you must stop at the stop line or crosswalk, if present
- no other sign has this shape



The **yield sign**, a white triangle with a wide red border, means slow down and be ready to stop if necessary.

Yield right of way to oncoming traffic.

- no other sign has this shape
- may also be yellow/black lettering



The **crossbuck sign** warns of a railway crossing ahead. It has a white background with a reflective red border. Be ready to stop, if necessary.

- no other sign has this shape. Stop if there is a mechanical signal device or flagperson warning of the approach of a train
- not less than 5 m from the nearest rail.



- indicates a school zone or informs the motorist of services ahead.



The **school ahead sign** is a blue pentagon with a white figure of a schoolboy and schoolgirl. It means you are entering a school zone. Slow down and drive with extra caution. Watch out for children.



- no other sign has this shape. Some signs may also indicate the maximum speed which is safe.
- may be fluorescent yellow in colour.



This sign indicates where children cross the street regularly to go to school.



This sign informs the motorist that there is a police station ahead.



- indicates that movement is permitted and gives information regarding distance and direction

Information Signs are rectangular green signs with white lettering. They indicate distances and directions of other cities, towns or communities and highway routes.



- indicates tourist information

Tourist information signs are rectangular signs with a brown background and white lettering. They inform motorists where rest areas, historical sites, parks and tourists chalets are located.



- indicates traffic regulations and gives directions that must be obeyed

Regulatory signs are rectangular or square signs that have a white background with black or other colour lettering. They state the laws regarding speed limits, parking regulations, turning and passing.

Some regulatory signs may have a symbol indicating that whatever is shown on the sign **is** or **is not** permitted.



A green circle on a regulatory sign means that whatever is shown on the sign is permitted or mandatory (required by law).



A red circle with a diagonal red stroke means that whatever is shown on the regulatory sign is **NOT** permitted.

Common Regulatory Signs



- indicates the legal speed limit



- pedestrians are not permitted on this highway



- trucks may use this highway



- indicates where you may park during certain time periods



- warns motorists not to enter this street



- you must not make a U-turn



- parking is not permitted in the direction indicated by the arrows



- you must keep to the right of the island



- advises of a change in speed ahead



- bicycles are not permitted on this highway



- this sign is placed on multi-lane highways to advise motorists to keep to the right lane except to pass



- identifies a pedestrian crosswalk where drivers must yield right-of-way



- one-way street



- indicates that there is a passing lane 2 km ahead, where it is safe to pass



- two-way left turns (both lanes turn left)



- this sign reminds drivers not to pass if they must use the passing lane, unless they can do so safely. Any vehicles coming toward you have the right to use that passing lane first. If there are several vehicles coming toward you, there is a good chance that one of them may want to use the passing lane. In that case, you must yield right-of-way to them.



- you must not make a left turn at this intersection



- this sign indicates this parking space is reserved for impaired mobility drivers with a special permit





- indicates a general warning to be cautious



- warns that the right lane is ending



- steep hill ahead – It may be necessary to shift to a lower gear and use motor to assist in braking



- traffic lights ahead – Be prepared to stop



- amount of space under a bridge or overpass



- warns of a right turn followed by a left turn

WARNING SIGNS – are diamond shaped, and have a yellow background with black letters or symbols. They warn of dangerous or unusual conditions ahead such as slippery roads, a sharp turn, trucks turning, or a dip in the road.

- no other sign has this shape

COMMON WARNING SIGNS



- pedestrians may be crossing the highway



- winding road ahead



- bump or rough road ahead



- two lanes of traffic merge ahead – Traffic is entering from the right.



- pavement ends – There is a gravel road ahead.



- warns of an intersection ahead crossing the road at right angles.



- warns of a playground area – Be alert for children.



- warns of a railway crossing ahead



- warns of falling rocks



- warns of a sudden turn in the road ahead in the direction shown by the arrow – Slow down and proceed with care.



- moose cross this section of the roadway regularly – Slow down and drive with extra care.



- warns of a narrow bridge or underpass ahead



- dead end – exit right or left



- two-way traffic ahead – Drivers travelling in opposite directions must share the highway.



- sharp curve to the right ahead



- road surface is slippery when wet



- stop sign ahead – Be prepared to stop.



- highway ahead is divided by a median (island) – Keep to the right. Driver should signal intention and move to another lane only when safe to do so.



- warns that you are approaching a T-intersection – You must proceed either right or left.



- the road ahead is not as wide as the road on which you are driving



- warns of a slight bend or curve in the road ahead



- highway ahead becomes single roadway with two-way traffic (traffic travelling in both directions) – Keep to the right.



- the chevron sign warns of a very sharp turn in the road ahead in the direction of the symbol



- this red and orange sign warns of a slow moving vehicle ahead – The sign is required to be mounted on the rear of such a vehicle when it is being driven on the highway.



- means construction

CONSTRUCTION SIGNS :

FINES DOUBLED IN
CONSTRUCTION ZONES
MAXIMUM FINE \$1500

ROAD CONSTRUCTION ZONES: Road construction zones are the areas of a street or highway located between orange “construction signs”.

Speeds in road construction zones are generally reduced to protect workers in those areas and to allow them to work safely around heavy equipment. These zones also have reduced speeds to allow drivers enough time to react to any obstacles and to reduce potential damage caused by loose gravel and uneven pavement. Fines for not obeying posted speed limits in road construction zones are doubled. The fines range from a minimum of \$100 to a maximum of \$1,500. Remember to always obey directions by flag people. Be aware that vehicles ahead of you may stop unexpectedly. Be cautious when approaching a construction zone. Carelessness can be deadly. SLOW DOWN TO KEEP US SAFE. Remember “YOU” are in Control.



- survey crew ahead – Drive with extra care.



- warns of trucks entering the highway from the right hand side of the road



- flagperson ahead – Be prepared to stop for instructions.



- This orange and black hazard sign warns of danger. It is usually placed on objects in or near the highway in order to guide motorists away from them. Hazard signs can be found at each end of a concrete bridge or near a washed-out section of the roadway.



- crew working on road maintenance ahead



- “D” sign used on commercial vehicles to warn of over-dimensional load.

TRAFFIC LIGHT SIGNALS



A **solid green light** at an intersection means you may go straight ahead or turn right. If you want to make a left turn, you can proceed only after yielding right-of-way to pedestrians and oncoming traffic (motorists coming toward you through the intersection).



A **solid amber light** means that the red signal is about to appear. You must stop your vehicle if you can do so safely; otherwise proceed through the intersection with caution.



A **solid red light** means you must stop at the intersection and wait for the signal to turn green before proceeding. You may make a right turn providing you come to a complete stop and yield right-of-way to pedestrians and other traffic before proceeding (unless a sign prohibits you from doing so).



A **green signal with a green arrow** means you may proceed in the direction of the arrow, straight ahead, or turn right unless a sign prohibits you from making such a turn. When the arrow signal goes off, follow the rule for a solid green light.



A **red signal with a green arrow** means you may proceed only in the direction of the arrow, after yielding right-of-way to pedestrians and other traffic.

When the arrow signal goes off, you must wait for the solid green light to appear before proceeding.



A **flashing amber signal** means to slow down and proceed with caution.



A **flashing red signal** means come to a complete stop and proceed only when it is safe.



At some intersections, signs may prohibit a **RIGHT** turn.

There may be occasions when, because of a collision or traffic congestion, a police officer may motion you to go through a red light. In such cases always obey the directions of the police officer.

PEDESTRIAN LIGHT SIGNALS



A pedestrian facing a green “walk” signal or a “pedestrian” signal may proceed across the roadway in the direction of the signal.

If no pedestrian signals have been installed at an intersection with traffic lights, pedestrians may proceed across the street if they face a **solid green TRAFFIC light**.

Drivers should be extra careful when encountering and observing Pedestrians. Some are young and are not aware of moving traffic, some suffer from mobility, visual, or hearing impairment.

Blind and partially sighted pedestrians identify themselves by carrying a white cane. The canes are held diagonally in front of the pedestrian. Some people use guide dogs with distinctive rigid harnesses to assist them in walking safely.

Use extra caution when you notice a visually impaired person at a corner. They will usually extend their canes when intending to cross. Take this as your signal to give the right of way to the pedestrian.

Drivers operating hybrid vehicles need to be extra vigilant as these vehicles are almost silent, especially when slowing down or coming to a stop.

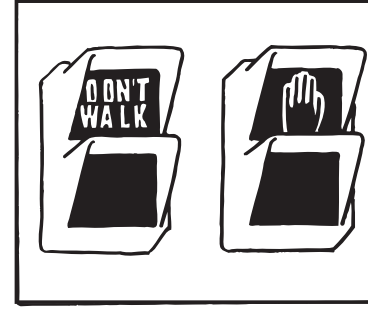


Figure 2

A pedestrian facing a red “don’t walk” signal or an orange “hand” signal **should NOT** proceed across the roadway. To cross the road safely, the pedestrian must wait until the signal changes to Figure 1.

However, if a pedestrian is already in the intersection before the “don’t walk” or “hand” signal appears, he or she must proceed as quickly as possible. While doing so, pedestrians still have the right-of-way over vehicles.

Pedestrians should always walk on the left side of the road facing traffic. It is a good idea to wear white or reflective clothing at night, so that you can be easily seen by motorists.

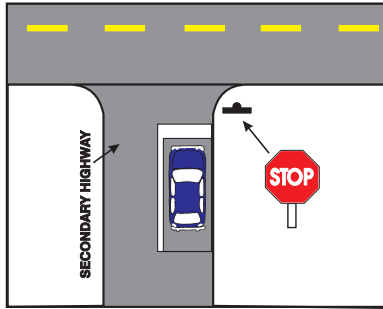
For your own safety, go **directly** across when you wish to cross the street. Use an intersection or crosswalk, if possible.

PAVEMENT MARKINGS

1. Road Markings at Intersections

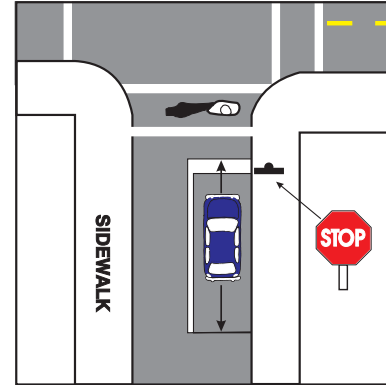
STOP LINE

- Motorists must come to a complete stop at this line and proceed only after yielding to pedestrians and other traffic.



CROSSWALK

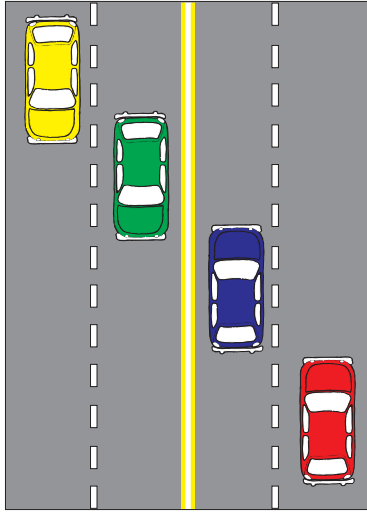
- Road markings indicating a place where people can safely cross the street
- Motorists must stop before entering a crosswalk at an intersection and yield to pedestrians before proceeding.



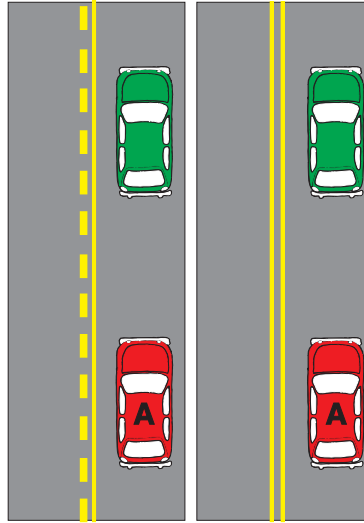
NOTE:

If there is no stop line or crosswalk at an intersection, the motorist must stop at a point as close to the corner of the intersection as safety allows and proceed only after yielding right-of-way to pedestrians and other traffic.

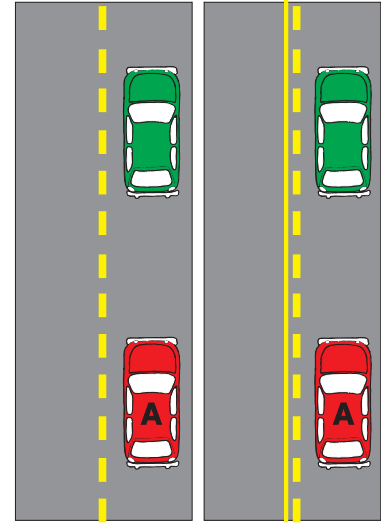
2. Lane Markings



- yellow lines separate lanes of traffic travelling in opposite directions
- white lines separate lanes of traffic travelling in the same direction



- a solid line on your left means it is unsafe to pass
- "A" should not pass



- a broken yellow line on your left means you may pass if the way is clear
- "A" may pass

3. Arrows

Arrows painted on lanes close to an intersection indicate which direction the traffic in that lane must follow. When the roadway beyond the intersection is blocked with traffic you should stop before entering the intersection and wait until the traffic ahead moves on.



- traffic must turn left



- traffic must turn left or proceed straight ahead



- traffic must proceed straight ahead



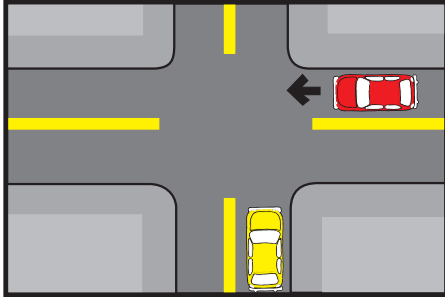
- traffic must turn right

4. Painted Islands

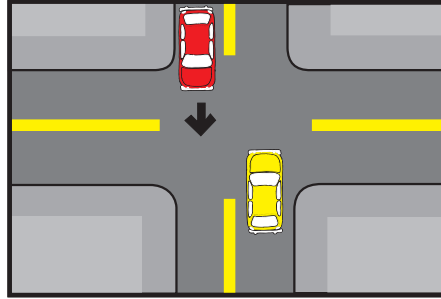
Two solid yellow lines enclosing diagonal yellow lines, as shown, are painted on the roadway to guide traffic away from fixed objects, such as a bridge or an island (median), which are in or near the roadway. You should not travel over them or use them to pass.



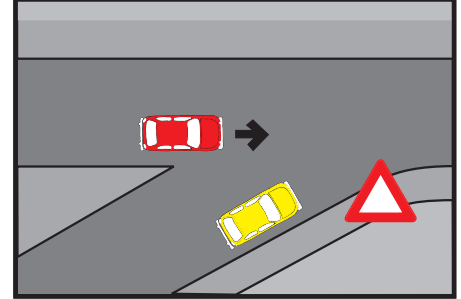
Rules of the Road – Right of Way – Who can go first?



When approaching an intersection that is not controlled by traffic lights, stop or yield signs, or a police officer, you must yield right of way to traffic on your right-hand side.



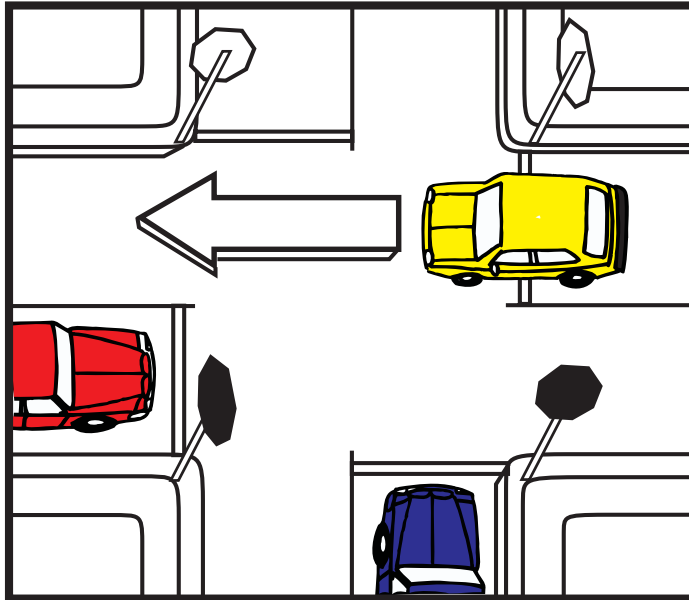
When turning left at an intersection, you must yield right of way to any vehicles coming toward you before you proceed.



When entering a main highway from any side road or driveway, you must always yield right of way to traffic on the main highway, as well as to pedestrians about to cross. On a highway where there is a passing lane, the traffic in the through lane has the right of way when both lanes merge.

Four Way Stop

At an intersection where stop signs are located on all four corners, the first vehicle to come to a full stop should be allowed to proceed first.



When two vehicles arrive at such an intersection at the same time, the vehicle on the right-hand side has the right of way and should proceed through the intersection first.

If you are behind a vehicle that has stopped at the stop sign, you must also come to a complete stop at the stop sign when that vehicle has moved on.

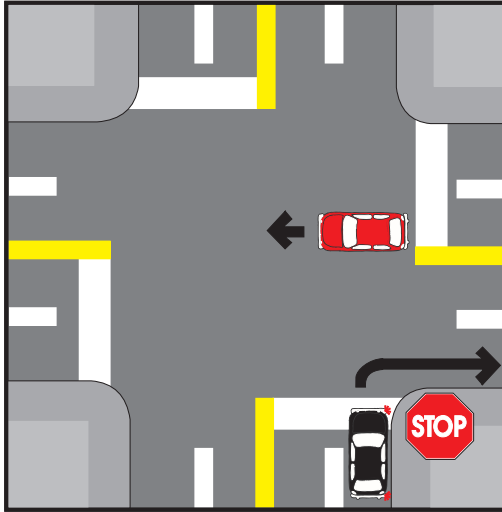
*Remember, if you are not sure who has the right of way, it is safer to yield the right of way to the other driver. It is better to avoid a collision than to insist on having the right of way. Never pass a vehicle which has stopped at a stop sign, traffic light or crosswalk.

Always yield right of way to emergency vehicles when they have their lights flashing and the siren on. Pull to the right as far as possible and stop. Remain stopped until the emergency vehicle has passed.

When Traffic Light is not working treat as a 4-way stop.

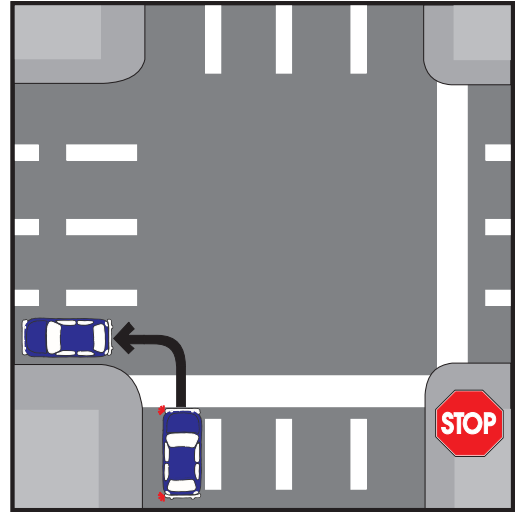
Turns

Right Turns



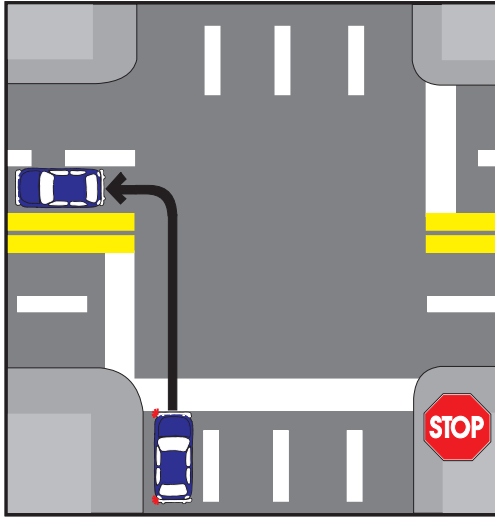
To make a right turn, you must signal your intention to do so before approaching the intersection and move into the lane closest to the right side of the road. Come to a complete stop. Proceed into the right lane of the highway on which you wish to travel, after yielding right of way to pedestrians and other traffic. (Be careful to check for pedestrians and bicyclists in **YOUR** blind spot before turning).

Left Turns



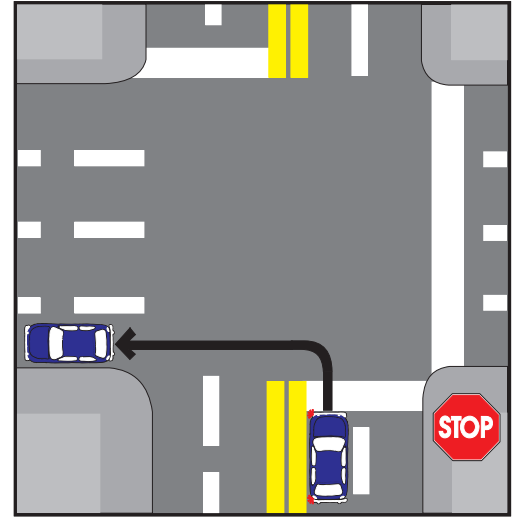
From a one-way street to another one-way street

When approaching an intersection, you must signal your intention to make a left turn and move into the left lane of the one-way street. Stop and move into the left lane of the one-way street on which you wish to travel, providing the way is clear.



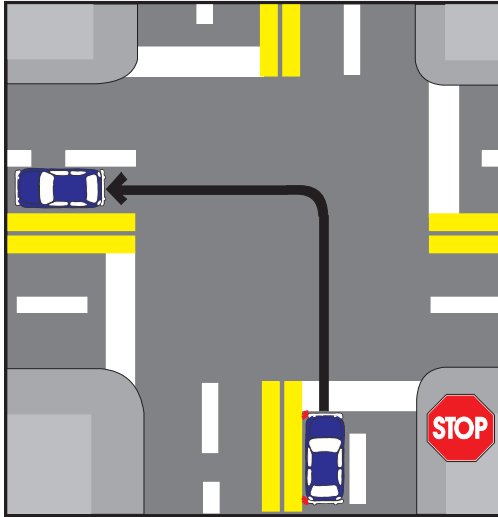
From a one-way street to a two-way street

When approaching an intersection, you must signal your intention to turn left and move into the left lane of the one-way street. You must enter the two-way street to the right of the centre line, in the lane closest to the center line, when the way is clear.



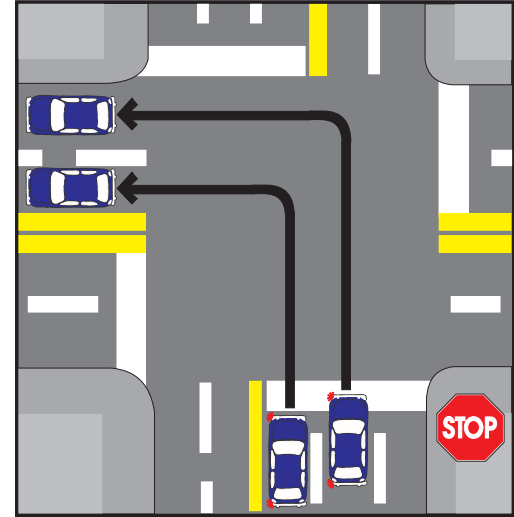
From a two-way street to a one-way street

When approaching an intersection, you must signal your intention to turn left and move into the left lane of the two-way street (the lane closest to the centre line). You may proceed into the left lane of the one-way street when the way is clear.



From a two-way street to another two-way street

When approaching an intersection, you must signal your intention to turn left and move into the lane immediately to the right of the centre line. You may proceed through the intersection and must enter the lane immediately to the right of the centre line on that two-way street, when the way is clear.

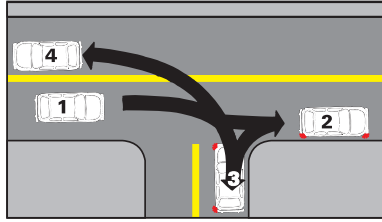


From a two-way street to another two-way street (double left turn lanes)

Where signs or lights indicate that two lanes of traffic may turn left, you must move into one of the lanes, proceed through the intersection and complete the turn in the corresponding lane.

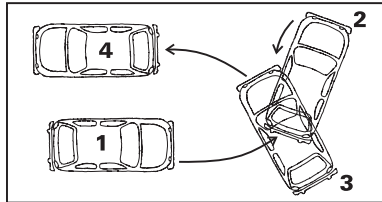
2-Point Turns

When you need to turn around on a narrow road, it is best to wait until you can make the turn using a side road. Drive past the side road, turn on your right signal and stop your vehicle to the extreme right side of the road. When the way is clear, back up slowly into the side road. Check again for traffic. Turn on your left signal and proceed as usual to make a left turn onto the same highway you just left.



3-Point Turns

To turn your vehicle around on the highway, you must first turn on your right signal and pull off to the extreme right side of the road. When the way is clear, turn your wheel sharply to the left, cross to the other side of the road and stop your vehicle at the edge. Put your car in **Reverse**, turn the wheel sharply to the right and back up to the other side of the road. Complete the turn moving forward in the opposite direction from which you came.



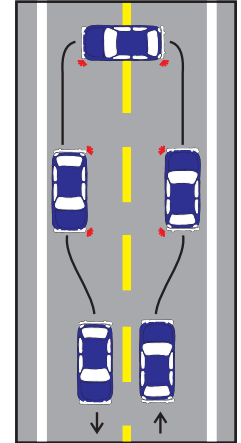
U-Turns

A U-turn should be made only under certain conditions. First, the road must be wide enough to allow a turn in just one swing. Secondly, you must be able to see far enough to the front and rear of your vehicle to make sure that no other traffic is near.

If you want to make a U-turn and you are in an area where U-turns are permitted, you must first stop the car on the extreme right side of the road. Signal a left turn, check front and rear for traffic (including your **LEFT** blind spot) and turn your wheel sharply to the left. Move the car carefully across the road and complete the turn.

A U-turn is **NOT** permitted:

- at an intersection
- near the top of a hill
- on a curve or bend in the road
- where you would interfere with other traffic
- where a sign prohibits such a turn.



Safe Passing

You always take a risk when you pass another vehicle. Even if the vehicles are parked, you must be alert for doors opening, cars pulling out, and pedestrians walking between the parked cars.

When you pass a **moving** vehicle, the risk is even greater. You must rely on good judgment to pass another vehicle safely. You not only have to judge the time and distance needed to pass but also take into account the condition of your own vehicle.

Here are the steps to follow when you want to pass:

1. You may pass only when the centre line markings permit. Remember, there must be a broken yellow centre line on your left-hand side before you may attempt to pass.
2. You must make sure that the way ahead and to the rear is clear of traffic (check your left blind spot).
3. Signal your intention to pass (use your left signal) well behind the vehicle in front of you and move carefully into the passing lane (Figure 1). Give an audible signal before pulling into passing lane.

4. Speed up to complete the pass, but be careful **NOT** to go over the posted speed limit (Figure 2).
5. After you have passed the vehicle, signal your intention to move back into the right lane (use right signal), but wait until you can see both headlights of the vehicle you just passed in your rear-view mirror before doing so (Figure 3).

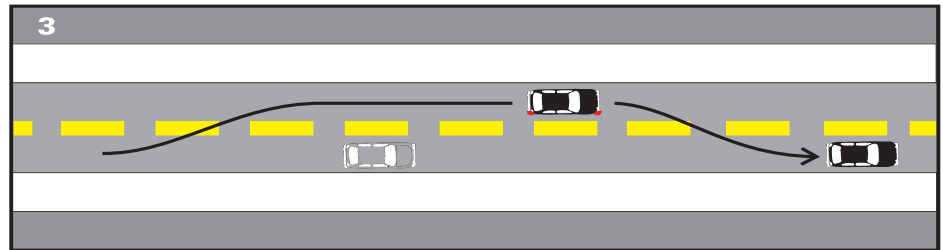
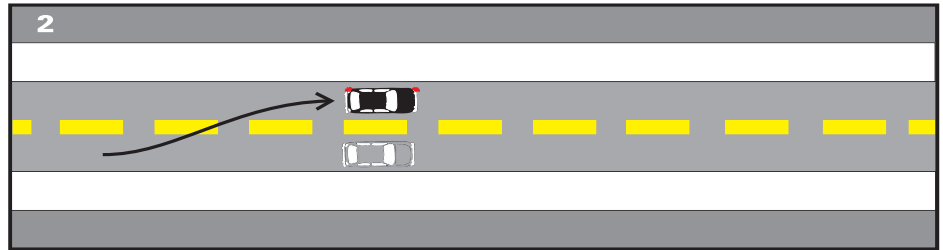
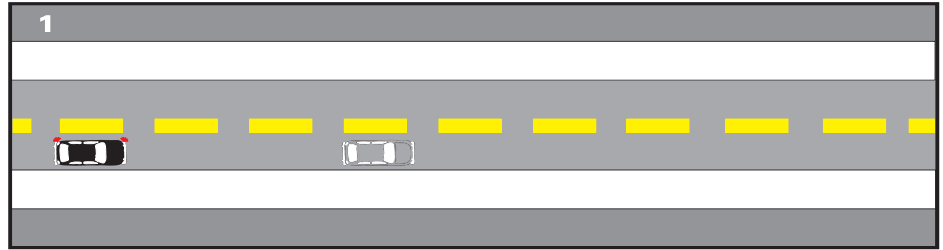
You are permitted to pass other vehicles on the right side when the driver in front is making a left turn, where there are two or more lanes in each direction and on one-way streets. You are not permitted to make this maneuver by driving off the roadway.

On some of the main highways, a special passing lane is provided for motorists. This makes it safer to pass other slower vehicles. You may use such a passing lane if you have enough time to complete the pass safely before the passing zone ends. The driver in the vehicle being passed also has a responsibility to cooperate. Never speed up when another vehicle is attempting to pass you. To avoid a collision, you may sometimes have to slow down to allow the passing vehicle the opportunity to move back safely into your lane of traffic.

*If you are being passed, give way to the overtaking vehicle.

You are **NOT** permitted to pass under these conditions.

- whenever weather conditions hinder your view
- when you are on a curve in the road
- when you are at an intersection or railway crossing
- when you are within 30 m of a crosswalk
- when you are on a blind hill or near the top of a hill
- when you are on a narrow bridge
- where a solid line marking is to your left
- where a sign prohibits passing



Signals and Lane Changing

The law requires that you signal when you intend to:

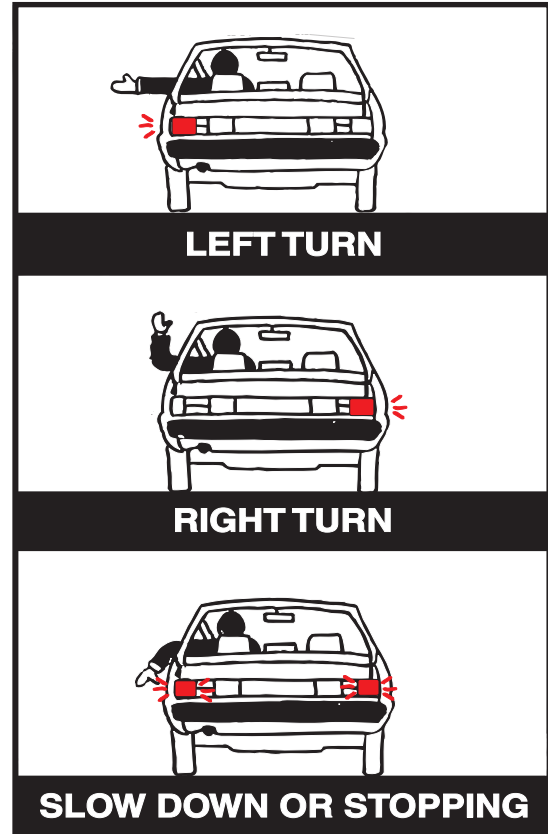
- stop or suddenly decrease the speed of your vehicle
- turn left or right
- change from one lane to another
- pass another vehicle on the highway
- leave the roadway
- set your vehicle in motion from a parked position

These signals must be in the form of directional signals (left and right indicators), or brake. If vehicle signal lights are not working, give hand and arm signals as shown in the diagram.

Even though you must use your car's turn signals, in some cases hand signals are also desirable. For example, when you are pulling out of a line of parked cars and your signal lights are hard to see.

Giving signals properly and in sufficient time lets other motorists know what your intentions are. It also allows them time to react and may reduce the chance of a collision occurring.

When turning left or right always check over your shoulder in the direction you are turning to ensure there is no vehicle in your **blindspot**.



Lane Changing

When you must change lanes, always practice these steps:

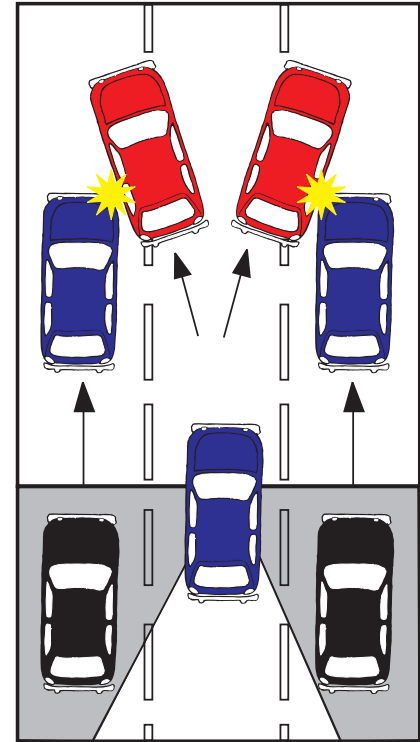
- Check traffic ahead.
- Look in your rear-view mirror for traffic approaching from the rear.
- Signal your intention to change to the right or left.
- Before turning, turn your head in the direction of your turn, and check over your shoulder for cars that are too close to be visible in your rear-view mirror (**blind spot**).
- Maintain or increase speed during the lane change.
- When doing this, be careful that you are not following other traffic too closely.

“Blind Spot”

Even if your mirrors are correctly positioned, there is still a “**blind spot**” to the right and left rear corners of your vehicle. Your rear-view mirror will not show a car in the lane next to yours, when the front bumper of the other driver’s vehicle is about even with, or past your rear bumper.

If you rely on your inside mirror only, and turn into another lane without looking over your shoulder, a collision is almost sure to occur.

Do not leave lane changing to the last minute. Plan your route and prepare for turns accordingly. Do not change lanes at an intersection, as other drivers will not know whether you are signalling to change lanes or to make the turn at the intersection.



“Blind Spot”

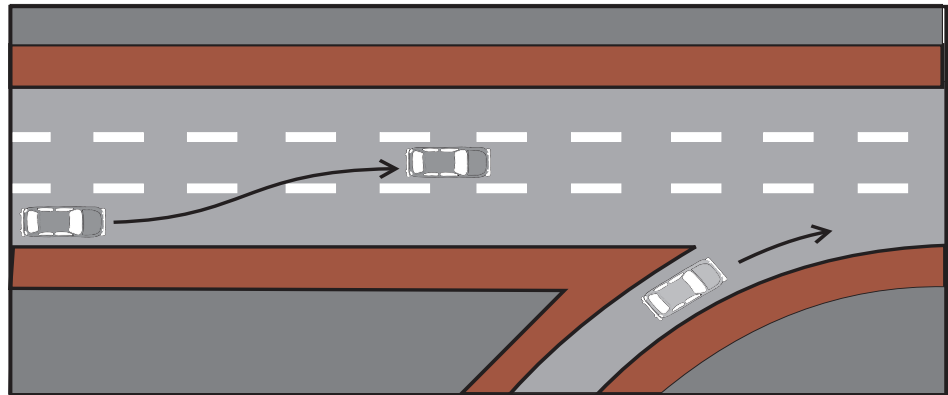
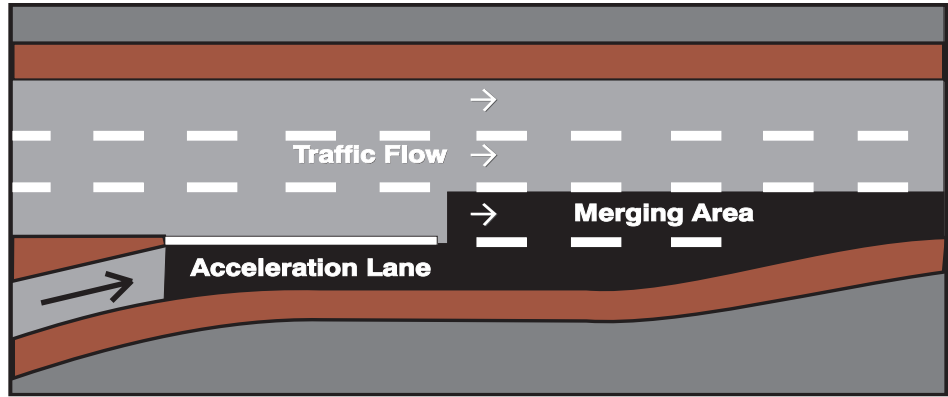
Entering and Driving on a Divided Highway

Before you enter a divided highway, it is a good idea to know where you are going as there is no opportunity to stop and check a map.

To enter a divided highway, you must first move onto an access ramp and then into an acceleration lane. When you enter the acceleration lane, you must signal your intention to move left, and speed up to be able to merge smoothly with through traffic.

Drivers already on the divided highway should move into the left lane if it is safe to do so. This leaves the right lane open for motorists entering the divided highway, and allows them to merge safely. This is only a courtesy by the other driver and it is your responsibility to only merge when it is safe to do so.

Remember, always maintain a safe following distance after entering traffic. When driving around a curve enter the curve slowly and increase speed as you get the “feel” of the curve.



Leaving a Divided Highway

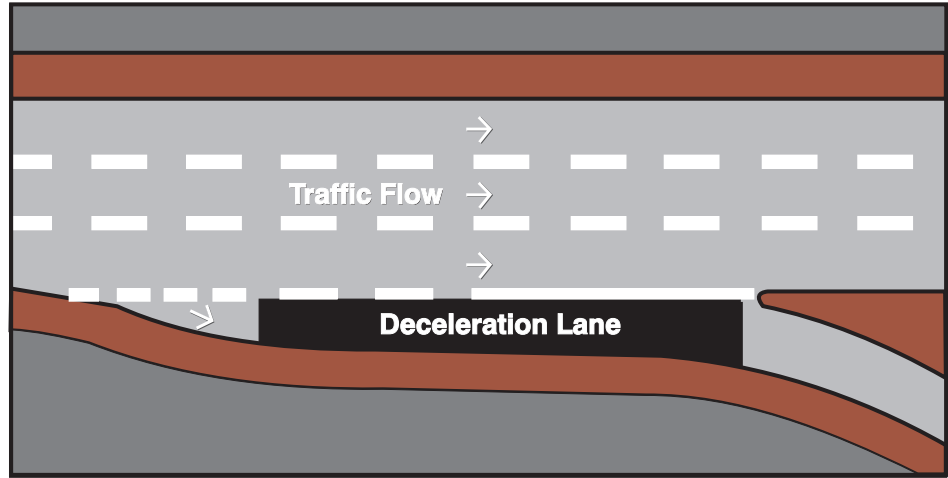
When leaving a divided highway, signal your intention to move right and proceed into the deceleration lane. Slow down and adjust your speed to the limit posted on the exit ramp.

Signs are posted far enough in advance to warn motorists that an exit is coming up. If you miss an exit **DO NOT STOP** or **BACK UP** on the divided highway. Instead, proceed as usual and turn off at the next exit.

Cloverleaf

Most modern highways have roads that intersect each other on different levels (an overpass). The cloverleaf is a common example of such an intersection. The advantage of this type of intersection is that vehicles do not have to cross the path of other traffic in order to make a turn. At a cloverleaf intersection, **all** turns are right turns.

To make a **right** turn onto the intersecting highway, you must turn right **AFTER** you pass the bridge (overpass).



Backing

Many traffic collisions are caused when motorists are backing up. Therefore, although you may think that backing up is a relatively minor part of learning to drive, it is actually very important that you learn the proper procedure. Backing is permitted only when the move can be made safely.

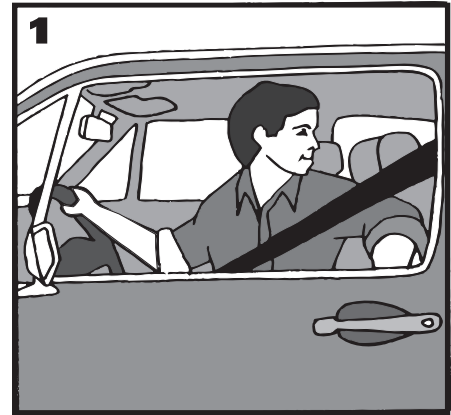
1. You must **NEVER** back a vehicle until you have checked behind it from the outside first. Remember, children, bicycles, and other small objects are not always visible from inside the car.
2. Once you are seated in the vehicle, check both sides of the road to make sure that the way is clear.
3. From the normal seating position, shift your weight onto the right hip and turn your body to look out the rear window, bracing yourself by placing your right arm along the top of the front passenger seat.
4. Place your left hand at the top centre position on the steering wheel (12 o'clock).

5. Start to back slowly and safely.

6. If you must cross a pedestrian crosswalk or sidewalk before you enter the street, stop and check both sides of the roadway once again.
7. Proceed when the way is clear.

Always back into the nearest lane of traffic that is facing in the direction you want to go.

1. *Check around you to be sure the way is clear before you back up.*
2. *Always turn and look behind you as you back up.*



Parking

You may park your vehicle only where it is safe and legal to do so. Signs and pavement markings usually indicate where you are allowed to park.

Common sense will tell you where you are **NOT** allowed to park. You must not park if you are blocking a sidewalk, intersection, traffic lane, driveway, or emergency exit. In addition, you must not park if you are in front of an authorized loading door, on a bridge or in a tunnel.

You must **NOT** double park (parking on the left side of a vehicle already stopped on the side of the road).

You must **NOT** park where you are obstructing the free flow of traffic.

Do **NOT** park when you are within:

- 10 m of a stop sign or other traffic control signals
- 6 m of a crosswalk
- 1 m from the point on the curb or edge of the road way immediately opposite a fire hydrant
- 20 m of a bus stop
- 15 m of a railway crossing
- 7 m of the entrance to a fire station
- 6 m of the entrance to a public building (school, church, etc.)

If you must park a vehicle on the highway, pull over onto the right shoulder, parallel to the roadway, and make sure your vehicle can be seen from a distance of 60 m in either direction. Before leaving your vehicle ensure the ignition is locked, the key removed and the vehicle properly braked.

In case of an emergency, pull over to the right side of the roadway and use emergency indicators or flares to warn other motorists of your presence. Many people raise the hood of their vehicles to indicate that they need help. Most motorists recognize and respond to this distress signal.

Never move your vehicle from a parked position unless you check traffic, signal and pull from the curb when it is safe to do so.

Parking on a Hill

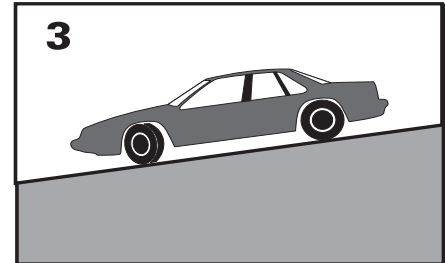
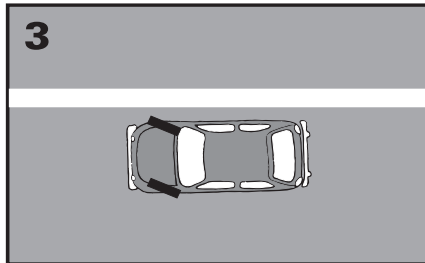
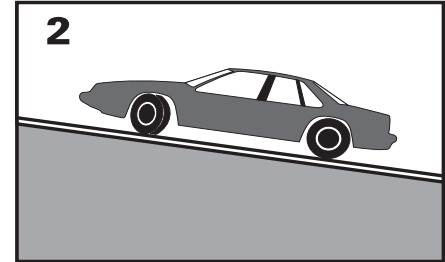
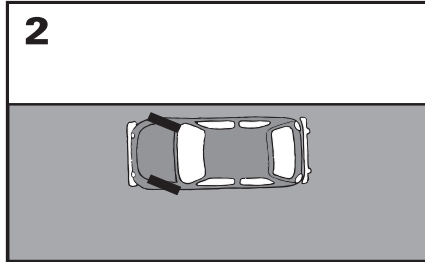
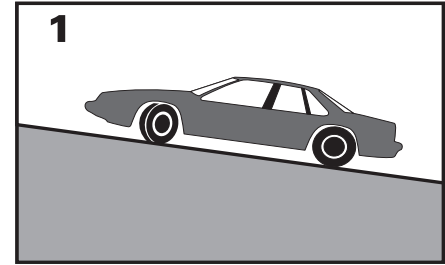
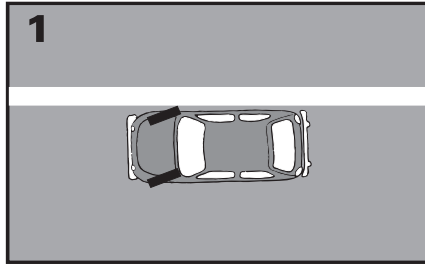
When you are parking on a hill remember to turn your wheels so that if your vehicle rolls away, it will **NOT** roll into the path of other traffic but away from it.

If you park **facing uphill**, the direction you turn your wheels will depend on whether the street has a paved curb.

If there is a curb, turn your wheels toward the centre of the street (Figure 1).

If there is no curb, turn your wheels towards the edge of the street (Figure 2).

If you park **facing downhill**, always turn your wheels toward the edge of the street (Figure 3).

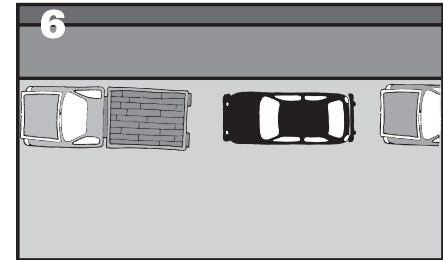
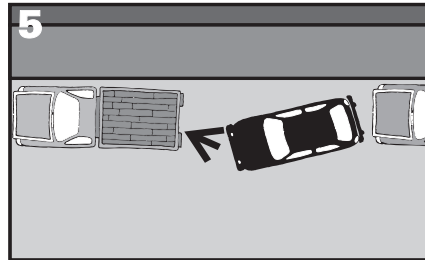
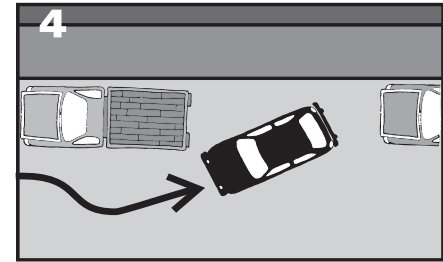
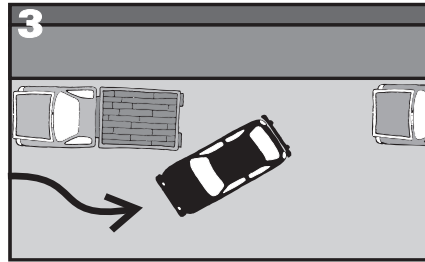
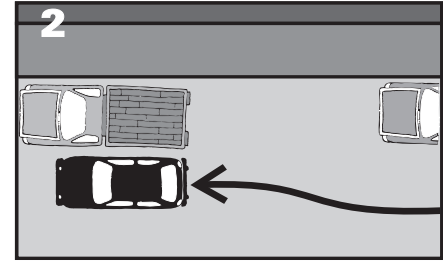
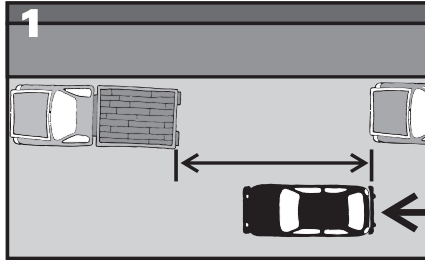


Parallel Parking

When you want to park between two other parked vehicles, you must follow the correct procedure for parallel parking.

1. Make sure there is enough space between the two parked cars for your vehicle to fit (One and a half times the length of your own vehicle should be enough).
2. Drive parallel to the front car and stop when your back bumper is lined up with the back bumper of the parked car.
3. Shift to **REVERSE** and back up slowly, turning the steering wheel sharply to the right until your car is at approximately a 45° angle to the curb.
4. When your front bumper can clear the rear bumper of the car ahead, turn the steering wheel sharply to the left and continue to back slowly into the parking space.
5. If necessary, straighten the wheels and move the car forward in order to have an equal distance front and rear for clearance.

**When you are parked properly, your wheels should be within 30 cm of the curb.*



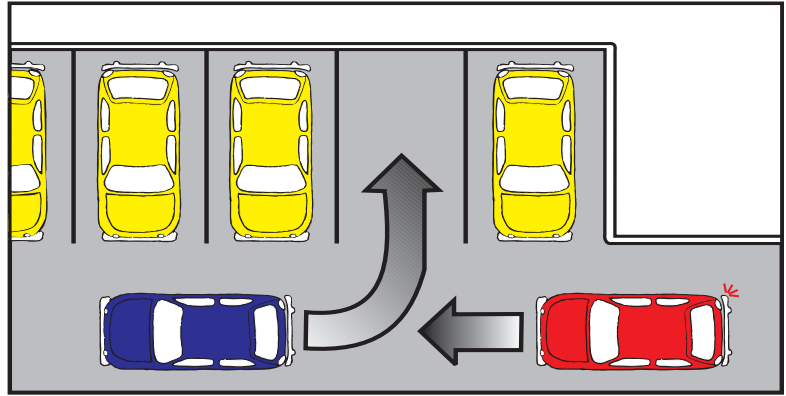
Angle Parking

When your parking space is at 90° (a right angle) to the road, as it is in most parking lots, you should **BACK** into the space and then drive out (Figure 1).

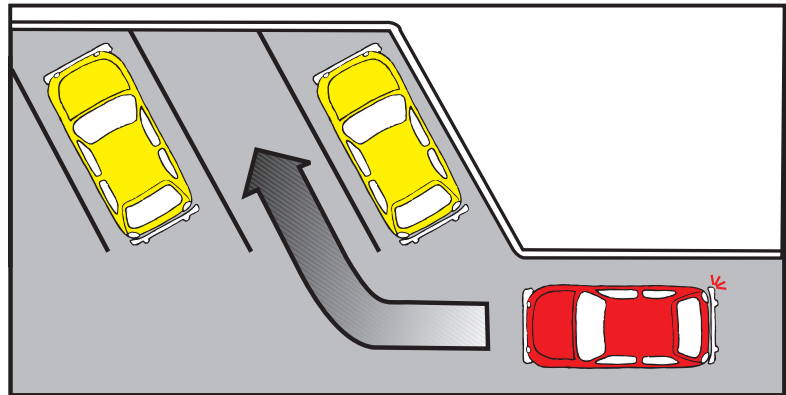
You should be familiar with backing into the space from the left and the right.

When your parking space is slanted at a 60° angle to the road you should **DRIVE** into it and back out (Figure 2).

NOTE: For driver testing purposes examiners use a parallel parking style measuring 1.98 m by 7.3 m (6½ ft. by 24 ft.) and a 90° angle back in of 2.74 m by 4.5 m (9 ft. by 15 ft.). For 90° angle back in parking you may be required to complete this from the left or right.



(Figure 1).



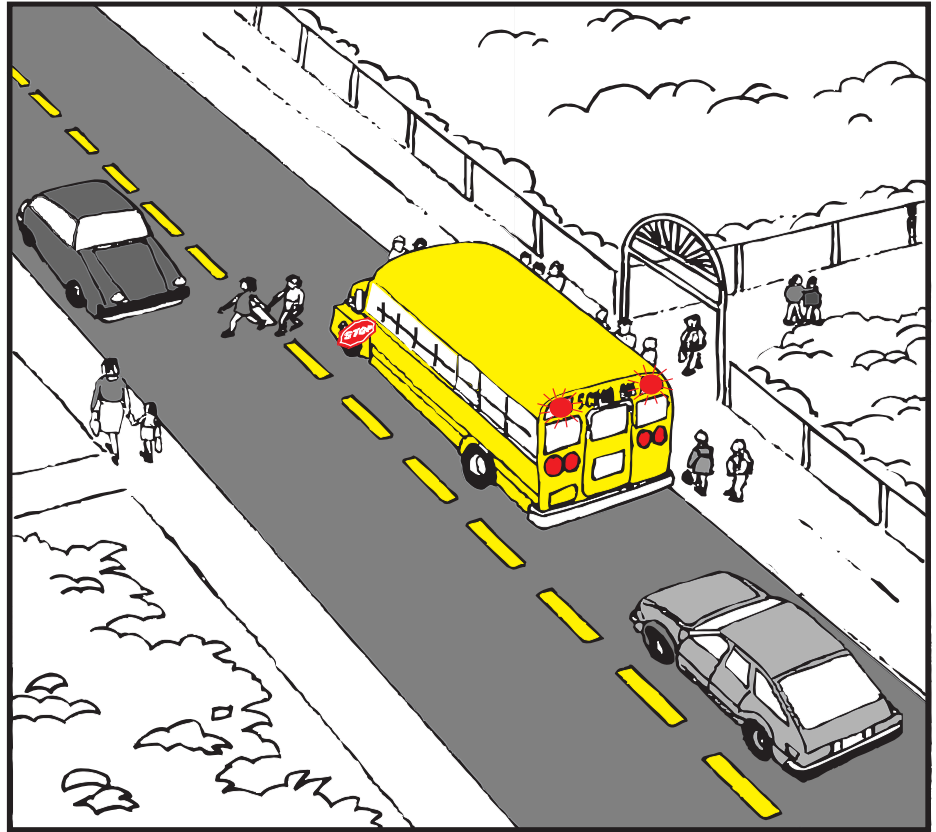
(Figure 2).

Meeting or Overtaking a School Bus

Whenever you approach a school bus that has stopped to pick up or drop off school children and is displaying a visual signal such as flashing lights and a stop sign, you must stop before reaching the bus. This is true whether you are approaching the bus from the front or the rear. You must remain stopped until the bus has started up again, or the driver signals you to go, or until the flashing lights and stop sign are deactivated.

On multi-lane undivided highways, all traffic must stop in all directions and in all lanes for a stopped school bus with its lights activated.

The words "School Bus" in black lettering, shall appear on both the front and back of the vehicle.



Right of Way of Emergency Vehicles

Priority is given to all vehicles equipped with emergency equipment displaying red lights flashing or a combination of red and blue lights flashing and signalling with a bell or siren.

Upon the approach of a vehicle equipped with emergency equipment activated, you must:

- yield the right of way immediately,
- put on your signal and pull over to the right hand curb or edge of the roadway clear of an intersection. On a 2 lane highway, pull to which ever side is clear to allow the vehicle to pass,
- stop and remain stopped until the emergency vehicle has passed, and
- it is common courtesy to turn off your headlights if driving at night — but leave

on your parking lights to remain visible.

If you approach a vehicle with the emergency equipment operating, reduce your speed and be prepared to stop. Give them sufficient space and if directed pass with caution.



Following Distances

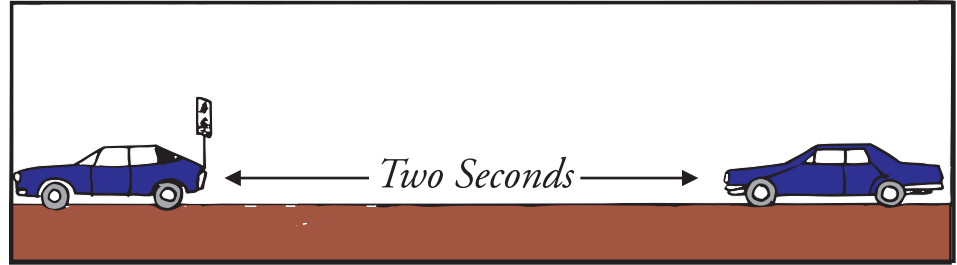
It has been shown that nearly two-thirds of rear-end collisions occur under ideal driving and road conditions. In most cases the responsibility for this type of collision must be placed on the driver following other traffic. There are instances, also, where the driver in front may sometimes contribute to such accidents by inconsiderate stopping, so it is important to drive at safe following distances.

You have to estimate a reasonable distance between your car and the vehicles you are following to be sure of having enough space to stop. You will have to constantly adjust your following distance depending upon how much traffic there is, the speed of the vehicles and the road conditions.

For ordinary passenger vehicles, the minimum safe following distance is at least one car length for every 15 km/h. When roads are slippery, this distance should be doubled. Commercial vehicles driving outside the city should allow at least 150 metres between them since large vehicles reduce visibility and require greater distance to stop.

“**Two Second Rule**” or “**Time Interval Driving Method**” is a way of calculating a safe following distance. Since it is often difficult to judge the number

of car lengths of space you need for your speed, this is a good way to test your distance from the car ahead.



THE TIME INTERVAL DRIVING METHOD

1. *The car ahead is about to pass a checkpoint (sign, driveway, pole or other marker).*
2. *Begin counting seconds (one thousand and one, one thousand and two) as the rear of the car you are following passes your selected checkpoint.*
3. *If it takes fewer than two seconds for your car to pass the same checkpoint, you are following too close to allow a safe stop.*
4. *If it takes two seconds or more for your car to pass the same checkpoint you have developed a REASONABLE following distance for ideal weather conditions between your car and the vehicle ahead.*
5. *In less than ideal driving conditions your following distance will have to increase. Two seconds at highway speeds will allow you to react to an obstacle ahead. It will not give you sufficient time to stop your vehicle.*

To Avoid Hitting a Car in Front of You:

- Don't be impatient. Keep calm in slow moving traffic. Watch for the brake lights of the car ahead, but don't depend on them – they may not be working.
- Look for problems that might come up for the driver ahead of you.
- Watch for a decrease in distance between your car and the one ahead.
- Never assume what the actions of the driver ahead will be. For example, don't take it for granted that the car ahead will go through an amber light – most drivers will stop, as they should.
- If the car ahead has stopped, allow enough time and distance for it to start moving again.
- Pay strict attention to your driving. Never let personal problems or daydreams take your attention from the road.

To Avoid Being Struck from Behind:

- Keep your brake lights clean and in working order. Flash them when slowing down or preparing to stop.
- Know what's happening behind, use your mirrors frequently and keep your rear window clean and clear of frost or snow.
- Signal well in advance for turns, stops and lane changes to alert the driver behind you.
- Slow down gradually (over a long distance) to give the driver behind more time and space in which to react.
- Keep pace with traffic within the limitations of weather conditions and speed limits. Never impede or block the normal and reasonable movement of traffic.

Speed

It is important to always drive at a speed which will allow you to stop within the assured safe distance you can see ahead. The posted speed limit is the legal limit under ideal conditions. In the event the legal sign is missing the speed limit is 100 km/h on paved portions of the Trans Canada Highway, 80 km/h on other paved highways, 60 km/h on gravel roads, and 50 km/h through settlements or school zones.

Sudden Stopping and Reaction Time

Before you can realize that you must stop your vehicle to avoid an object ahead, you must see it. Because of inattention, poor visibility or low visibility conditions, you may travel some distance towards a dangerous situation before you see it. Even after you see an object in your path, you may go an additional distance before recognizing it as a hazard which would require a stop.

Reaction Time and Distance

Realizing you must stop, you move your foot from the accelerator (gas pedal) to the brake. The distance which your vehicle travelled during this time is called “reaction distance”.

Tests have shown that the average alert driver requires about $\frac{3}{4}$ of a second to step on the brake pedal, after seeing danger. This is known as “reaction time”. In $\frac{3}{4}$ of a second your vehicle, travelling at about 50 km/h will go 10 metres (about 2 car lengths) before you can even start to apply the brakes.

Braking

The brakes must bring the vehicle to a stop. How far the vehicle will travel before the brakes will do this, depends upon:

- the speed of the vehicle
- the condition of the brakes
- the condition of the tires
- the nature and condition of the road surface
- whether the vehicle is on a level road or travelling up or down a hill

Braking Distance

At a speed of about 30 km/h the average braking distance is about 10 metres with all conditions being favourable. The total stopping distance for a car, travelling at 30 km/h, after the driver has seen a reason for stopping, is the sum of the reaction distance and the braking distance – a total of about 20 metres or five car lengths.

NOTE: Do not use your left foot on the brake unless it is absolutely necessary.

Manual Transmission

When starting off press the accelerator to speed up the engine a little and let the clutch out slowly, until the point of contact or friction point is felt. Slowly let the clutch pedal out and accelerate lightly at the same time.

When the vehicle has reached about 15 kph a shift to second is needed. Depress the clutch and at the same time release the accelerator, push the gear shift to neutral and on into second gear. Release the clutch slowly, especially through the friction point and at the same time gently press the accelerator. Repeat this procedure for changing to higher gears.

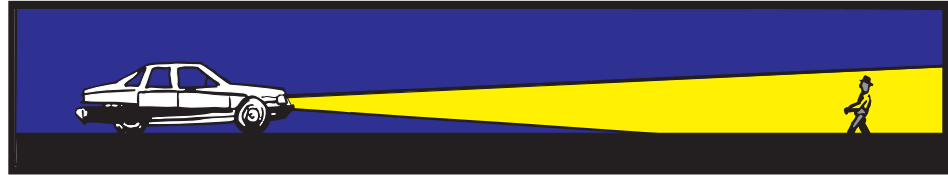
When slowing, repeat this procedure from higher to lower gears. This allows the engine to assist in braking.

When Lights are Required

Lights are required from one-half hour before sunset to one-half hour after sunrise and at any time when visibility prevents you from seeing clearly persons and vehicles at a distance of 150 m or less.

You should use your headlights at all times. Reports have shown that there are fewer collisions when low beam lights are used during daylight hours.

USE HIGH AND LOW HEADLIGHT BEAMS PROPERLY



Use high beam only when driving in open country without other cars near.



**MEETING ONCOMING TRAFFIC 150m
DIM LIGHTS WHEN MEETING OR OVERTAKING**



OVERTAKING OR PASSING 150m

High and Low Beam Lights

Next to speed, inadequate or improper use of lights is the most common cause of collisions at night.

Too many drivers try to drive the same speed at night as they would in the daytime. You should slow down. Never drive so fast that you can't stop within the distance you can see with your lights, otherwise you are "overdriving your headlights". This means that you would not see an obstacle in time to avoid hitting it. You should keep your headlights clean at all times to get the maximum range of the beam.

Glare

At night, the glaring headlights of oncoming cars or the reflection of lights (from behind) in your rear view mirror can seriously reduce your vision. The glare causes the pupil of the eye to contract and it takes about seven seconds for the pupil to recover and readjust to the less intense light. During this time you may be temporarily blinded. If you were traveling at 90 km/h for those seven seconds, your car would have gone 125 m while you had no vision.

To avoid the effects of glare, direct your vision away from headlights by looking to the right edge of the roadway. To cut glare from the rear, adjust your mirror or use a day-night mirror.

Maintaining Your Lights

Check your lights regularly, to ensure they are properly aimed, free from cracks and clean.

On a level road the low beam should reveal objects at least 30 m (about 100 ft.) away, but be aimed below the level of the oncoming driver's eyes.

Dimming Your Headlights

You should use your **high beams** only when driving in open country without other cars near. Always use **low beams** when approaching other cars, when you are driving in areas with street lights, in fog and when you are following another vehicle.

When meeting an oncoming vehicle, you must dim your lights when you are within 150 m of that vehicle.

Do not wait for the other driver to dim lights first.

When following other cars, you must use your low beam when you are within 150 m of the rear of the car ahead. Your lights could blind the driver ahead if they reflect in his mirror.

Responsible Driving

MAINTAINING YOUR VEHICLE

It is the duty of the driver to see that his/her vehicle is up to safety standards before it is driven on our roadways. A responsible driver makes sure that regular maintenance is carried out. Vehicle maintenance can be divided into three categories.

1. Daily or weekly check by the driver

- Keep your vehicle clean inside and outside. Seat belts in particular should be cleaned to prevent dirt and moisture from getting into the retracting mechanism and preventing them from working properly.
- Check your tire pressure. Tires that are **under-inflated** by more than 27.5 kPa (about four pounds) can be a serious safety hazard. Also, check tires for damage or wear.
- Check that all lights are operational and clean.
- Check that the windshield wipers are properly attached to the wiper blades. If the wipers do not clean the window streak-free, replace them.
- When the engine is cold, check under the hood for correct level of oil, anti-freeze in the radiator, windshield washer fluid, and brake fluid. Check hoses for cracks and leaks and fan belts for wear or looseness of fit.

2. Regular servicing by the driver and/or service garage

This should include:

- oil and filter changes
- transmission fluid changes
- axle differential oil changes

The following should be inspected:

- drive and axle shafts
- steering, brake and clutch reservoirs
- cooling system levels
- brake system
- front suspension, including alignment and condition of ball joints, steering rods, shock absorbers and springs.
- headlight aim
- engine adjustments – valve clearances, ignition timing, distributor and spark plugs
- carburettor or fuel injection system and air filter element

3. Special Servicing

- Anything beyond simple maintenance, including vehicle recalls and safety standard certification, should be carried out by a dealer or licenced mechanic.

Night Driving

In proportion to mileage driven, there are three times more fatal collisions at night as there are during daylight hours. Night driving is more dangerous because the distance you can see ahead is greatly decreased. It is important not to “over-drive your headlights” (see **Rules of the Road** section of this book) and to reduce your speed until your eyes have recovered from the glare of another vehicle’s lights. The main rule for night driving is “slow down so that you can stop in time to avoid hitting anything shown by your headlights”.

Driving in Bad Weather

RAIN

Rain acts as a lubricant and the road is likely to be most slippery a few minutes after it starts to rain or following a light drizzle. As rainfall increases, tires have a difficult job trying to cut through the water to maintain contact with the road. If there is too much water, or if the vehicle is going too fast, the tires may skid on top of the water (**hydroplaning**). When this happens, the steering will pull to one side or the other and control becomes difficult. To avoid these situations, it is better to slow down when it begins to rain.

Since visibility is reduced in rain, slow down. Use your wipers at the various speeds to keep the windshield clear.

Make smooth steering, braking and speed changes and allow extra space between you and the car ahead. This will reduce the chance that spray will obscure your vision and will provide you with stopping distance on slippery roads.

Avoid puddles! What appears to be a shallow puddle may actually be a deep pothole which could damage your vehicle, break a wheel or cause a flat tire. The spray of water might “drown” your engine, or decrease the efficiency of your brakes.

FOG

When you must drive in the fog, reduce your speed, use your low beam lights, increase your following distance and use the lane markings as a guide.

In very dense fog (zero visibility);

- safely move as far as possible off the road and stop,
- activate the hazard lights and dome light, turn off the headlights, and
- do not return to the roadway until the conditions have improved.

Winter Driving

Newfoundland and Labrador winters are often harsh, requiring that a vehicle be prepared for winter driving and special care must be taken when on the road. Winterize your car and your driving habits.

- **Icy roads** – As the temperature goes below freezing, wet roads become icy and slippery. Certain sections such as shaded areas, bridges and overpasses freeze first. Look ahead and slow down. Ease off the accelerator gradually. A sudden release may cause an un-balancing effect. Should the vehicle skid, shift to neutral (automatic) or depress the clutch pedal (standard) and steer where you wish to go.

Apply the brakes. If one or more wheels lockup (conventional brakes), release the brakes and reapply more gently.

If your vehicle has ABS brakes don't pump the brakes. Apply full, firm steady pressure to the brake pedal, the ABS computer will do the rest.

On slippery roads, slow down, keep farther back from the vehicle ahead and avoid **sudden** turns, braking, accelerating, etc.

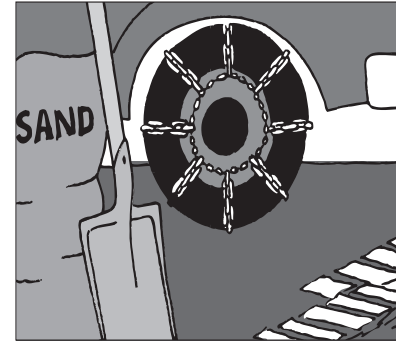
- **Black ice** – These are patches of ice that you may not even see because the pavement shows through. Be aware that these may exist and reduce your speed. That will allow you to have maximum control.
- **Starting on ice** – Tires can grip a slippery surface better if you accelerate

gently. You may even want to start in low gear to prevent skids and spinning of wheels.

- **Snow** – Snow may be hard packed and as slippery as ice. It can also be rutted, smooth or soft. In all cases it may present a hazard to your driving.

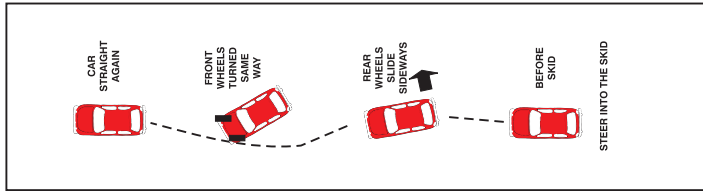
Vehicle handling will be improved under severe winter conditions by ensuring that identical winter tires are installed on all four wheels.

As a tire wears, snow traction is reduced. Tires that are worn close to the tread wear indicators have reduced traction on snow covered roads and should not be used.



- **Steering and Skidding** – Never make any sudden or sharp turns on slippery roads. Try to anticipate your turns and start to slow down well before you reach an intersection or curve on the highway. If the rear of your vehicle starts to skid, on a rear wheel drive vehicle, remove your foot from the accelerator and brake peddle and steer in the direction of the skid. On a front wheel drive vehicle accelerate **slightly** to pull your vehicle out of the skid. Once the vehicle starts to straighten up prepare for another skid in the opposite direction. You should always focus your attention on the roadway in the direction which you wish to travel.

STEER INTO THE SKID



FUEL EFFICIENT DRIVING TECHNIQUES

Safety should be your number one concern every time you get behind the wheel of a vehicle. The good news is that practising fuel efficient driving techniques not only improves road safety, it also reduces fuel consumption and cuts exhaust

emissions that contribute to climate change and urban smog. Depending on your driving habits and how often you drive, these basic techniques and useful tips could save you hundreds of dollars a year in fuel and maintenance costs:

- It is both safer and more fuel-efficient to maintain a steady speed on the road, accelerate smoothly when passing or merging with faster traffic and avoid hard braking. European tests have shown that aggressive driving - frequent rapid acceleration and hard braking - can increase fuel consumption by approximately 40 percent.
- Drive at the posted speed limit. Lowering your highway cruising speed from 120 km/h to 100 km/h will reduce fuel consumption by up to 20 percent.
- Plan your trips to combine errands and to avoid traffic jams, steep hills, road construction, etc. Combining a number of short trips into one longer one allows your engine and drivetrain to reach peak operating temperature, which is not possible on trips of less than 5 km. Avoiding trouble spots shortens your travel time and reduces unnecessary idling.
- If you are driving a vehicle with a manual transmission, learn how to use it properly for maximum fuel savings. A tachometer can help you shift the transmission at the most fuel-efficient engine speeds (the owners's manual will indicate these speeds).
- If you have cruise control, use it for highway driving to maintain a constant

speed, avoid inadvertent speeding and save fuel. The exception is on hilly terrain, where it's a good idea to allow the vehicle's speed to drop slightly going uphill and then let gravity help you build up speed again (to a safe level) going down the other side.

- In summer, minimize your use of air conditioning. Operating an air conditioner in hot weather can increase fuel consumption by more than 20 percent in city driving. A more fuel-efficient option for staying cool is to open a window. However, at highway speeds, use your car's flow-through ventilation - open windows and sunroofs increase aerodynamic drag, which makes the engine work harder and consume more fuel. If you must use your vehicle's air conditioning, avoid running it continuously; shut it off after the interior is cool or set the controls to a comfort level that allows the system to cycle.
- Check tire pressure at least once a month when the tires are cold (i.e. the vehicle has been stationary for at least three hours or has not been driven more than 2 km). If you have to drive more than 2 km to add air, check the tires before you leave and then add the amount of air that is missing from this reading. Inflate the tires to the recommended pressure, usually indicated on the car door, glove compartment or in the owner's manual. With proper tire inflation, your car will burn less fuel and be safer to drive. A vehicle with tires that are under inflated by a total of 10 psi (69 kPa) increases fuel consumption by 5 percent.
- Use a block heater in the winter to warm the engine oil and make cold starts easier on your engine components. Your vehicle's oil does not freeze when the

temperature dips below 0° C, but it does get much thicker. This means your engine has to work harder and use more fuel. Use a timer to switch the block heater on two hours before you plan to drive. Proper use of a block heater can improve your vehicle's overall fuel economy by as much as 10 percent. But don't leave your block heater on overnight or your energy savings will disappear in a higher electricity bill.

- Follow the vehicle manufacturer's recommended operating procedures and maintenance schedule in your owner's manual. Regular maintenance such as oil and filter changes will not only prevent early degeneration of your vehicle's components, it will also keep them operating at their most fuel-efficient level. A clogged air filter can increase fuel consumption by up to 10 percent. Regular maintenance will keep your vehicle operating safely, save you money and, at the same time, help the environment.
- Remote car starters are handy on cold winter mornings, but don't start your car too soon - in most driving conditions, today's modern engines need to warm-up for only 30 seconds, even on cold mornings. Also, allowing your car to idle too long wastes gas and produces unnecessary exhaust emissions.
- Idling for more than 10 seconds, except in traffic, wastes more fuel than stopping your engine and restarting it again. At the end of the day, stopping unnecessary idling will benefit the environment and save you money.

You will find other useful tips and tools on the Web at www.oec.nrcan.gc.ca/transportation

Driving Emergencies

The types of emergency situations you may find yourself in can vary from something minor to the possibility of being involved in a collision. These situations can be minimized if you know what to do. The following pages tell you how to prevent these occurrences, what they involve, and how to deal with them when they occur. Most collisions occur because of human failure in that drivers are not prepared to respond to these emergencies.

DROWSINESS OR FATIGUE

Although being tired while driving may not seem like an emergency situation, it may lure you into a fatal crash if you close your eyes for “just a second.” At the first sign of blurred vision, heavy eyelids, or fatigue, **stop your vehicle and rest**. If you are on a long trip make regular stops as often as you need. Getting out of the car and walking around can also help. Encourage your passengers to chat with you or listen to your radio. Move your eyes around and occasionally change the speed of your car slightly. Changing your body’s position at regular intervals may help to keep you alert. Open the window to let in fresh air. If possible, switch drivers to rest. Being drowsy or “half asleep” can be compared to a drugged condition and is often referred to as “highway hypnosis”. It is far safer to be well rested before you begin your trip.

RUNNING OFF PAVEMENT EDGE

A serious collision may be caused if your car drifts or is forced onto the shoulder of the road. Whatever you do, don’t try to swerve back sharply onto the pavement

because this may cause your car to roll over or go into a dangerous skid.

What you would do instead is:

- steer in a straight line; stay on the shoulder
- take your foot off the accelerator pedal
- apply the brakes very gently to reduce speed
- after you have slowed down, you can consider steering back onto the highway. Before doing this, you must check for traffic ahead and behind; then turn your front wheels gradually left to get back on the pavement. Be sure that your speed is reduced enough so that you don’t shoot across the centre line

TIRE BLOWOUT

A tire blowout can cause you to suddenly lose control of your vehicle. When a blowout occurs the behaviour of the car depends entirely upon which tire fails. If one of the front tires blows out, the car swerves to the side with the flat tire, making steering difficult. In the case of a rear tire blowout, the rear end of the car “fishtails” or sways from side to side. If a blowout occurs, your steering is the important thing:

- Hold the steering wheel firmly and take your foot off the accelerator to let your car slow down gradually.

- Brake only when the speed is reduced enough to give you control.
- Do not turn off onto the shoulder of the road until you have complete control. If the blowout causes your car to go off onto the shoulder, don't try to get back on the pavement. Let the car slow to a stop.
- Drive your car off the roadway to a safe spot to change your tire.
- Set out flares or other warning devices if available.

Note: Underinflation (not enough air) is a common cause of blowouts. Check tire pressure at least once a month.

BRAKES FAIL

Modern vehicles have a two-circuit hydraulic brake system, so total brake failure is extremely rare. If your brakes do fail, try pumping the brake pedal to temporarily restore hydraulic pressure. If this fails, down shift and apply the parking brake (handbrake) in a pumping fashion with the release mechanism depressed until the vehicle stops. Your brakes may temporarily fail when you go through a large puddle of water. Always test your brakes by applying light pressure to the pedal after driving through deep water. The brakes may pull to one side or may not work at all. You can “dry” them by driving slowly and applying them lightly.

If total brake failure occurs and you manage to stop your vehicle, do not go on – call for assistance.

HEADLIGHTS FAIL

If your headlights go out, check the light switch immediately. Often a light switch will be bumped by an arm or knee. If the lights remain out, bring your vehicle to a safe stop, and call for assistance. Check to see if the radio, interior lights, fan, etc., are all without power. If this is the case, the problem probably involves the battery cables. If only the headlights are without power, it may be a fuse or circuit breaker. Remember, it is not only dangerous, but also illegal to drive your vehicle at night without lights.

ACCELERATOR PEDAL STICKS

If your accelerator pedal sticks, shift to neutral in automatic transmission vehicles and de-clutch in standard transmission vehicles. Bring your vehicle to a stop as soon as it is safe and practical to do so. Turn off the ignition. Do not proceed, call for assistance.

HOOD FLIES UP

If your hood suddenly opens and blocks your vision while you are driving, you must brake smoothly, signal your turn, and pull safely off onto the shoulder. You can judge where you are on the road by looking out the left window or, in some cars, through the gap under the hinge of the hood. Once you have stopped, make sure the hood is secured before proceeding.

DIRECT COLLISION COURSE

If a vehicle suddenly approaches from the opposite direction in your lane, a collision may seem likely. The defense in this situation involves four (4) steps:

- Brake hard! The more your speed is reduced, the less the impact will be.
- Head for the shoulder on the right hand side of the road and blow your horn. The other driver might realize their error and steer back into their own lane. Never swerve to the left to avoid a collision, you may be in the path of oncoming traffic or the driver may pull back into his own lane and hit you head-on.
- If necessary, take to the ditch or any open ground that is free of obstructions. Any alternative is better than a head-on collision.
- To reduce the force of impact, head for something which is capable of absorbing energy. For example, a bush, shrub, or snowbank. A general rule of thumb is to hit an object with a glancing blow rather than head-on. Sideswiping an object has at times avoided more serious collisions.

Each situation presents different possibilities. By being alert at all times when you are behind the wheel, a fraction of a second may be all you would have to escape the collision.

VEHICLE ON FIRE

Usually fire is due to an electrical short circuit. If possible, disconnect the battery cables immediately to remove the power source. Don't use a metal object or your

bare hands to remove wires; instead, use insulated tools or a jack handle wrapped with a piece of cloth or other material that doesn't conduct electricity. Smother any flames with dirt, sand or a large article of clothing. It's a good idea to keep an ABC fire extinguisher in the passenger compartment of your vehicle for easy access. Ensure all passengers get out of, and away from, the vehicle.

VEHICLE PLUNGES INTO WATER

Your vehicle will float for two to five minutes if the windows and doors are closed. This is where the advantage of wearing your seat belt comes in. It can prevent you from being knocked out during those few moments needed to escape.

Doors will initially be difficult to open due to water pressure as the vehicle begins to sink, or because of vehicle damage. As the vehicle fills with water, pressure outside and inside equalizes. The best escape route is through the windows. If you have power windows roll them down immediately because water will cause a short circuit in the electrical system. If you can't open the windows, don't panic. Vehicles with a front engine will sink front first so that the air trapped inside will be pushed to the rear near the roof. It may be necessary for you to breath this air while waiting for the pressure inside and outside to become equal; then it will be easier to open the door.

As you surface, be sure to release air gradually so that your body will not be damaged by the change in pressure.

SLOW DRIVING

It is an offence to drive so slowly as to impede or block the normal flow of traffic. If for some reason you must drive slowly, because of mechanical or other problems:

- Move over to the right lane and permit other traffic to pass.
- Pull off the roadway and stop to allow traffic to pass.
- Use your emergency flashers.

MOOSE ON THE HIGHWAY

Numerous moose-vehicle collisions occur on Newfoundland and Labrador highways. Moose are attracted to roadways because:

- they like to eat the road salt that collects on the vegetation or in roadside pools,
- the first green growth usually grows at the road edge, and
- the windswept roadways also provides relief from the flies that inhabit the woods during the summer.

The best way to avoid an accident with a moose is to be aware of when and where you are most likely to meet one on the highway:

- During the summer and fall over 50 percent of accidents with moose occur.

During this time you must be extra cautious on our highways.

- The vast majority of accidents occur **between dusk and dawn**. This is the time when moose are most active. Over 90 percent of moose-vehicle accidents occur between 11 p.m. and 4 a.m. A wise driver will not schedule driving for late night or early morning. If you must drive after dark, be on a constant guard for moose by scanning both sides of the road. Use high beam headlights unless you are approaching or overtaking other traffic and pay close attention to warning signs that mark high risk areas.
- It has been established that more accidents occur on certain sections of the road than elsewhere. Some sections of the highway are noted as high risk areas. These areas are posted with moose-crossing warning signs like this one.



Be aware of these areas, but always assume that you may see a moose at anytime and anywhere. Use extreme caution whenever you see an animal. No matter what it appears to be doing or how far it is from the road, slow down and get ready to stop. Moose can move very rapidly and can suddenly bolt in front of your vehicle at the last moment. Always *think moose* – especially when you drive at night.

COLLISIONS

Sometimes, in spite of all your efforts to avoid a collision, you may find yourself involved in one. The law requires that every driver involved in a collision must stop at the scene of the collision and offer assistance.

In the case of a collision with personal injuries, possible motor fuel leaks or serious vehicle damage, stay calm and follow these steps:

1. Turn off all vehicle engines and turn on emergency flashers.
2. If the occupants of either vehicle are hurt, do not move them until trained help arrives. Moving an injured person may cause additional damage or even death. If, however, the vehicle is on fire, all occupants must be moved clear in case of an explosion. In this situation, make sure the head and spine are firmly supported.
3. Report the collision or make sure that someone else does if you are unable. The police will need to know immediately the exact location of the accident, the nature of damage and injuries, and your name. Other information will be gathered at the scene.
4. Remember that disabled vehicles on the roadway present a hazard to you and other motorists. Take steps to position your vehicle off the road and provide for the personal safety of those involved in collisions.
5. Set up warning signals within a distance sufficient to give other traffic enough warning to slow down or stop.
6. If someone is pinned in the car, but not hurt, crawl into the car and try to release them. A driver may often be trapped by the steering wheel. The pressure can be eased by releasing the seat catch and pulling the seat back.
7. In case of fire, try to put it out with a fire extinguisher, dirt or a blanket. Most fires start when the electrical wiring is short-circuited. Try to disconnect the battery, but be careful not to touch metal parts with the “positive wire” because this could cause a spark.
8. Give first aid if you are trained to do so. In any case, you should cover the injured with a coat or blanket to keep them warm. You might also loosen collars, ties and belts to make breathing easier. If there is bleeding, you can apply direct pressure to the wound to slow it down. Do not apply pressure to a head injury. The most important thing you can do is to stay calm and reassure the injured by speaking in a low, controlled voice and telling them that help is on the way.
9. You are required to immediately report all collisions to the police where someone has been injured – no matter how slightly – or where the damage to **all** property apparently exceeds \$1000.00.
10. If no one is injured, but damage to any vehicle resulted, you must give your name, address and licence and registration numbers to the other driver. You must also give details about your insurance and any other necessary information.
11. If only your vehicle is involved in a collision, such as running off the road, and if damage exceeds \$1000.00 or someone is injured, you must still report the

collision to the police. Many drivers have been convicted for failing to report a collision, believing that since no other vehicle or property was involved, they were not required to make a report.

12. If you collide with, and do damage to, an unattended vehicle, or other property, you must leave your name and address with the vehicle or property you have damaged. You must then report the collision to the nearest police station.
13. It is often wise to get the names, addresses and phone numbers of any witnesses to any collision.

IMPAIRED DRIVING

Alcohol

Before the automobile was invented, the excessive use of alcohol caused more harm to the individual than to anyone else. Now they have at their disposal a two-ton weapon – the motor vehicle! Special studies show that in 50% of fatal accidents at least one driver had been drinking – often excessively. Even small amounts of alcohol can have a dangerous effect on your behaviour. One drink alone can reduce a driver's ability to concentrate, to correctly assess unexpected situations, and to react quickly enough. As the level of alcohol in your blood increases, you will have trouble judging distances and your vision will become blurred.

Impaired driving is a criminal offence. If your ability to drive is impaired by alcohol or drugs, you can be convicted of a number of offences under the Highway Traffic Act and/or the Criminal Code of Canada. The vehicle doesn't even have to

be moving: you can be charged even if you haven't started to drive (have care or control of a motor vehicle).

The law is tough on impaired drivers. If you are found guilty of impaired driving, you will get a criminal record. Think about it.

It doesn't take a lot of alcohol in your system to be impaired. The law sets the legal limit at 50mg or more of alcohol in 100mL of blood. You can reach that limit by having only a drink or two, depending on body weight, the amount of alcohol in the drinks, time and other factors. The best rule to follow is **“if you drink, don't drive”**. The law applies to all types of motorized vehicles – cars, motorcycles, trucks, snowmobiles, all-terrain vehicles, heavy equipment, boats and the like.

If the police suspect that you are impaired when they stop you, they may ask you at the road side, for a breath sample to test the amount of alcohol in your blood, or you may be taken to the police station to be tested.

If your blood alcohol concentration is 50mg or more of alcohol in 100mL of blood, your driver's licence will be suspended for 24 hours.

If you can't physically give a breath sample, the police officer can ask you to let a doctor take blood samples to see if you're over the legal limit. These samples may also be taken by a nurse or hospital technician under a doctor's authority. If you are injured and cannot be asked, the police, with the permission of a judge, can ask a doctor to take blood samples. If you submit to a blood test, you have the right to have one of the samples tested independently.

If you refuse to give a breath or blood sample, you will be charged with refusal.

The penalties are the same as for impaired driving.

Penalties

Under the provincial regulations for impaired driving, new suspension periods have been established. A driver charged under the Highway Traffic Act can be suspended from 24 hours up to 90 days. As well, a driver convicted of impaired driving can be suspended from driving for periods of 12 months for a first offence and up to 60 months for a subsequent offence. For Novice Drivers there are also specific penalties for periods of suspension if the driver exceeds the zero tolerance regulations.

24 Hour Suspensions under the Highway Traffic Act:

#	Type	Suspension Period	Reinstatement Requirements
1st.	24 hr. suspension	24 hours	Reinstatement Fee
2nd.	24 hr. suspension	24 hours	Reinstatement Fee / Alcohol Education Course
3rd.	24 hr. suspension	24 hours	Reinstatement Fee / Alcohol Assessment - Rehabilitation

(Offences occur within a 24 month period)

90 Day Suspensions under the Highway Traffic Act:

If your blood alcohol concentration is 80 mg% or more, your driver's licence will be suspended for 90 days in addition to the 24 hour suspension. The 90 day suspension will take effect 14 days after expiry of the 24 hour suspension.

#	Type	Suspension Period	Reinstatement Requirements
1st.	90 day suspension	90 days	Reinstatement Fee / Alcohol Education Course
2nd.	90 day suspension	90 days	Reinstatement Fee / Alcohol Assessment - Rehabilitation

(Offences occur within a 24 month period)

Suspension Periods for convictions under the Highway Traffic Act:

1 st offence	suspended from driving for 12 months
2 nd offence	suspended from driving for 36 months
3 rd and subsequent	suspended from driving for 60 months

Suspension Periods for Convictions under the Criminal Code of Canada

If you are charged under the Criminal Code of Canada (CCC) for driving or having care or control of a motor vehicle (snowmobile, ATV, motorcycle, etc.), the penalties are:

- 1st offence** fine of \$600 or more, prohibited from driving for a minimum of 12 months, to a maximum of 3 years.
- 2nd offence** 14 days in jail and prohibited from driving for a minimum of 24 months, to a maximum of 5 years.
- 3rd and subsequent** 90 days in jail and prohibited from driving for a minimum of 36 months.

Reinstatement Requirements

#	Type	Suspension Period	Reinstatement Requirements
1st.	C.C.C.	1 year	Reinstatement Fee / Alcohol Education
2nd.	C.C.C.	3 years	Reinstatement Fee / Alcohol Assessment - Rehabilitation
3rd.	C.C.C.	5 years	Reinstatement Fee / Alcohol Assessment - Rehabilitation

(Offences occur within a 120 month period)

Alcohol Education Courses are available from approved driving schools province wide. You may complete your course anytime during your suspension so contact them as soon as possible to arrange for an appointment. There is a fee charged for this service that is the individual's responsibility.

Novice drivers who exceed the zero tolerance blood alcohol concentration will have their driving privileges suspended.

Novice Driver Suspension Periods under the Highway Traffic Act:

#	Suspension Period	Reinstatement Requirements
1st.	2 months	Reinstatement Fee
2nd.	4 months	Reinstatement Fee / Alcohol Education Course
3rd.	6 months	Reinstatement Fee / Alcohol Assessment - Rehabilitation

Alcohol Assessment/Rehabilitation

This program is provided by Addiction Services, Department of Health. As part of your reinstatement requirements you are required to undergo an assessment.

You should contact Addiction Services as soon as you receive your notification as you may be placed on a waiting list for an appointment.

The initial interview and assessment process will normally take between 2-4 sessions. This process will take anywhere from 6 months plus.

In addition to your reinstatement fees, you will have to pay an administrative fee for the assessment.

These are minimum penalties and can be increased in some cases. It is illegal to drive when you have been ordered not to by a judge or when your licence has been suspended for an impaired driving conviction. If you do drive, you could face up to two years in prison and a further prohibition from driving up to life. The Criminal Code also enables the ordering of treatment in some cases.

Remember, also, that it's illegal to leave the scene of an accident. Penalties for this include up to two years in prison and a prohibition from driving of up to three years.

If your impaired driving results in injury or death to others, the penalties are tough.

The maximum penalties are:

- Impaired driving causing bodily harm
 - up to 10 years in prison and up to a 10-year prohibition from driving
- Impaired driving causing death
 - up to 14 years in prison and up to a 10-year prohibition from driving

- Criminal negligence causing bodily harm
 - up to 10 years in prison and up to a 10-year prohibition from driving
- Manslaughter and criminal negligence causing death
 - up to life in prison and up to a lifetime prohibition from driving

All of these penalties apply also to impaired boating and flying.

Drugs & Alcohol

Most drivers who are charged with impaired driving under the Criminal Code of Canada get into trouble because of alcohol, but any drug that changes your mood or the way you see the world around you will also affect the way you drive. **The same penalties apply to drivers convicted of impaired driving whether the impairment is caused by drugs or by alcohol.**

Illegal drugs such as marijuana and cocaine are not the only problem. Some drugs that your doctor may give you or prescribe for you, and some non-prescription over-the-counter drugs can also impair your driving ability.

Here are some points to remember:

- When using prescription medicines or receiving allergy shots, ask your doctor about possible side effects such as dizziness, nausea or drowsiness that could affect your driving.
- Read the label of any over-the-counter remedy you take. Any stimulant, diet pill, tranquillizer or sedative may have a dangerous effect on your driving. Even allergy and cold remedies contain ingredients which could cause drowsiness or otherwise impair your driving ability.
- The combination of some drugs with any amount of alcohol can have dangerous effects, even several days after you've taken the drug. Don't take chances – ask your doctor or pharmacist.

Using drugs or drinking before driving is **NOT** a good idea. The consequences of a collision are the obvious result we can imagine, but if you are involved in a collision

while impaired, your insurance company doesn't have to pay for collision damage to your car. Even worse, if you are hurt, your medical and rehabilitation costs may not be covered. If you drive for a living, the loss of your licence could mean the loss of your job, and a conviction will increase the insurance premiums you have to pay. Drinking is a personal choice; drinking and driving affects everyone on the roadway. It is safer and more responsible to appoint a non-drinking designated driver or to take a cab." **If you drink, don't drive."**



Now You are Licenced

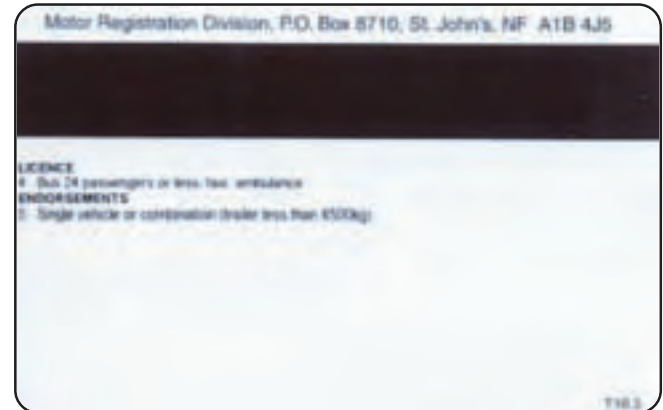
If you change your name, or address, you must inform the Motor Registration Division of those changes within 10 days. You must also submit documented proof of such a change. For example, a copy of your marriage certificate would be acceptable as proof that your name has been changed.

Here's what your new driver's licence will look like:

(front)



(back)



Renewing Your Licence

All driver's licences issued in Newfoundland and Labrador are valid for a five year period.

Your licence expires on your birthday during the fifth year. You must renew your licence before that date; otherwise, it will no longer be valid.

Before your licence expires, Motor Registration Division will send you a written reminder that you will soon need to renew your licence. You must complete a form, have your photo taken at an MRD office and pay the appropriate fees.

If you lose or damage your licence, you must apply to the Motor Registration Division for a replacement. It is important to know your driver's licence number and the date the licence was issued because these will remain the same on your replacement licence. A replacement fee is charged for this service.

Donor Consent Form

If you would like to become an organ donor in the event of your death, you can indicate your intention right on your driver's licence original application or application for renewal.

Vehicle Registration

Vehicles which are driven on the highways of Newfoundland and Labrador are

required to be registered, insured for public liability and have a licence plate attached to the rear of the vehicle for identification. (Commercial vehicles require 2 licence plates.) The registration permit and insurance forms must be kept in the vehicle at all times and produced whenever a police officer requests it.

Applying for Registration

In order to register your vehicle, a registration form must be completed and signed. If you purchase a vehicle from any of the dealerships in the province, they will complete these registration forms for you. You must give the name of your insurance company and the insurance policy number. Once you have produced the necessary documents, you will receive a registration form (vehicle permit) and a licence plate.

Renewing Your Registration

Vehicles in Newfoundland and Labrador are registered for a 12 month period. Each year you will be notified by the Motor Registration Division that your vehicle registration will soon expire. You must complete a form and forward it to the Division, with payment for your renewal, or you may follow the instructions on the form and renew over the internet. Once processed, your new registration slip (vehicle permit) and licence plate sticker valid for 12 months will be issued to you. The licence plate sticker must be attached to your licence plate located on the rear of your vehicle.

Registration for Out-of-Province Private Passenger Vehicles

If you are not a resident of Newfoundland and Labrador but wish to drive your own vehicle in this province, you may do so for a period of three (3) months, providing that your vehicle has already been registered in your home province, state or country and hold a valid driver's licence. During that time, you must not allow a Newfoundland and Labrador resident to drive your vehicle for more than 30 days unless employed by you as a chauffeur. After the three (3) month period, you must register your vehicle in Newfoundland and Labrador.

If you are in Newfoundland and Labrador on business, you must register your vehicle here after just 30 days (a non-commercial vehicle may **Not** be used to deliver goods in the province unless it is registered).

If you are taking up residence in Newfoundland and Labrador, you have 30 days to register your vehicle.

Registration for Out-of-Province Commercial Vehicles

All commercial vehicles operated in Newfoundland and Labrador must be registered in this province, unless there is a reciprocal agreement in place.

Commercial vehicles registered under the Canadian Agreement on Vehicle Registration (CAVR) or vehicles from the New England States may be driven in Newfoundland and Labrador without being registered here. Likewise, commercial vehicles from Newfoundland and Labrador may also be driven in Canada when licenced under CAVR or the New England States without having to be registered there.

- * A special permit (for one round trip to our province) is available to operators of commercial vehicles not registered under CAVR or from states which do **not** have a reciprocal agreement with Newfoundland and Labrador.

When any commercial vehicle from out-of-province is driven in Newfoundland and Labrador, it is subject to the same regulations as to size, equipment, and traffic control as commercial vehicles registered in Newfoundland.

Renewal Processing

Before your driver's licence or vehicle registration expires, you will receive a renewal notice. Your licence can be renewed at any Regional Office of the Motor Registration Division, by mail or through banks and credit unions. If you use the banking system, read the renewal form for instructions to ensure you meet all requirements. Your sticker and permanent documents will be mailed to you within 30 days.

Prior to transfers being processed all outstanding fines must be paid.

Licence Plates

When a new vehicle is registered in Newfoundland and Labrador, the owner receives a licence plate for that vehicle. If the first letter of the plate begins with; A, D, H, M, T, V, or W, the plate will be displayed on the rear of the vehicle. Only one validation sticker will be issued for these plates and it shall be displayed on the rear plate.

For all vehicles with the first letter of the plate not listed above, two plates and one sticker, which must be placed on the rear plate, are still required.

Each time the registration of a vehicle is renewed, the sticker issued by the Motor Registration Division must be attached to the licence plate already on the vehicle.

Insurance

Every vehicle driven on the highways of Newfoundland and Labrador must have public liability insurance; \$200,000.00 is the minimum requirement. Drivers should check with their insurance companies to get the best possible coverage. The pink insurance slip must be kept in the vehicle at all times. Failure to carry this insurance coverage may result in vehicle seizure.



Transfer of Ownership

If you purchase a vehicle through a private sale rather than a dealership, the buyer and seller must both complete the section on the back of the vehicle registration permit for the vehicle in question and forward it to the nearest Motor Registration Division. The Division must be informed of such a transfer of ownership within ten (10) days.

The vehicle seller is responsible for completing the **left** portion on the reverse side of the vehicle permit. The individual should also complete the bill of sale giving the following information:

1. date of sale
2. purchaser's name and address
3. make, model and year of vehicle
4. serial number
5. licence plate number
6. purchase price

The purchaser is required to complete the declaration on the **right** portion of the reverse side of the permit by providing the insurance company, policy number, date of birth, and signature. A motor vehicle inspection certificate is also required.

- * An in-transit permit may be issued to unregistered vehicles for the purpose of transporting these vehicles to a place where they will become registered or will be inspected prior to registration. You must pay a fee and provide proof of insurance before such a permit will be issued.

The registered owner is responsible at all times for their motor vehicle. Any penalties or fines incurred by a person driving your vehicle could become your responsibility if the vehicle is being operated with your consent.

Back View of Notification of Sale – Transfer of Ownership

BILL OF SALE

Complete and return with applicable sales tax Affidavits required if purchase price less than Retail Book Value. Valid certificate of inspection required for all cars and light trucks equal to or less than 4500 kg. (Branched pipes exempt). \$25.00 transfer fee.

Sold to

Address

Postal Code

Purchase Price \$

Driver License Number of _____ L _____
Date of Birth of Buyer YYYY MM DD

DATE

SIGNATURE OF SELLER

DECLARATION TO BE COMPLETED BY PURCHASER

I certify that the information given on this application is true and correct and that there is a valid liability insurance policy in force

Policy Number

Insurance Company

Purchaser's Signature In Ink

Courses to Improve Driving Skills

Various courses are offered in Newfoundland and Labrador to promote safe driving. These courses are as follows:

1. Defensive Driving Course

A six (6) hour program which teaches Defensive Driving Techniques.

2. Professional Driver Improvement Course

A six (6) hour course for large vehicle operators which focuses on Defensive Driving Techniques.

3. Point Reduction Course

A six (6) hour program that can remove up to four (4) points from your driving record (Certain conditions apply).

4. Graduated DL Programs

Eligible to those 16 years of age and older (some may qualify for an insurance discount). It includes in-class & in-car instruction and program content is endorsed by the department.

5. Motorcycle Training Program

25 hour course designed to provide you with the skills and knowledge for safe and enjoyable motorcycle riding.

6. School Bus Driver's Course

A six (6) hour program designed specifically for school bus drivers to increase their awareness of hazards encountered in the daily operations of school buses.

7. Responsible Driver Workshop (Suspended Drivers Course)

An eight (8) hour program mandatory for drivers who have had their driver's licence suspended under the demerit points system.

8. 55 Alive/Mature Driving

A refresher course designed specifically to meet the needs of mature drivers operating in today's congested and changing driving environment.

9. Think First (Alcohol Education Course)

A four (4) hour program mandatory for drivers who have had two (2) twenty-four (24) hour or one ninety day suspension or 1 Criminal Code conviction within a two year period.

10. Alcohol Assessment/Rehabilitation

For drivers with 3 or more 24 hour suspensions within 2 years or 2 Criminal Code Impaired Driving convictions within 10 years. Two or more ninety day suspensions within two years or a combination of two 24 hour or one ninety day suspension and one Criminal Code conviction within 2 years.

Demerit Point System

Newfoundland and Labrador is using the Demerit Point System. The System will not affect safe drivers who follow the rules of the road – but will serve to remind those who break the law that they must be more careful when driving; otherwise, they run the risk of having their driver’s licence suspended.

The Demerit Point System deals primarily with **moving** violations – not those regarding faulty equipment, illegal parking, or the more serious offences, like impaired driving covered under the Criminal Code of Canada.

If you are convicted of an offence while driving on the highways of Newfoundland and Labrador, or any other Canadian jurisdiction, the appropriate number of points will automatically be added to your record. If you accumulate 12 points within a two-year period, your driver’s licence will be suspended.

If you are a “novice” driver, you can only accumulate six (6) points within a one-year period before your licence is suspended.

You are considered a novice driver if:

1. you are in Level I or Level II
2. you have not completed Level I or Level II without a suspension due to an accumulation of points
3. you have not completed one whole year without any suspension

It is possible to get a ticket, and consequently accumulate points, without being stopped by a police officer. However, you will be notified in writing when you have accumulated six (6) points, and given another written warning when you have accumulated nine (9) points. If you are a probationary driver, you will be notified after accumulating only three (3) points.

The first time that you accumulate enough points, your driver’s licence will be suspended for two (2) months.

If you accumulate enough points within a two-year period after the first suspension to have your licence suspended a second or third time, you will lose your licence for four (4) months.

* If you are caught driving while your licence is suspended, you will face an additional suspension of four (4) months the first time, and nine (9) months for subsequent offences in that 5 year period.

Your driver’s licence is reinstated **only** after the entire suspension period has expired. Motor Registration Division cannot, under any circumstances, return your licence before the suspension is over. You must pay a fee to have your driver’s licence reinstated and you must participate in a mandatory responsible driver workshop (suspended drivers course) either during your suspension or prior to reinstatement.

It is possible to have points removed from your record. Points accumulated for any offence are automatically removed two (2) years after the date of conviction.

Some drivers may be eligible for a Point Reduction Course. If a driver successfully completes such a course, up to four (4) points can be deducted from his/her record. However, this course can only be completed once every 5 years. For further information on this matter, contact the Motor Registration Division office nearest you.

The fee for any driving course is your responsibility.

TABLE OF POINT VALUES FOR CONVICTIONS

Conviction	Points
Imprudent driving	4
Failing to remain at the scene of an accident	12
Passing a school bus while loading or unloading children	6
Operating or allowing to be operated an uninsured vehicle	6
Improper passing	3
Speeding 1 - 10 km/h in excess of posted limit	0
11 -20 km/h in excess of posted limit	2
21 - 30 km/h in excess of posted limit	3
31 km/h and over in excess of posted limit	4

Selected Examples of Other Convictions

Driving to the left of the centre line	2
Failure to obey traffic signs or lights	2
Failure to stop before turning right on red light	2
Failure to stop at a stop sign	2
Failure to signal change of direction	2
Failure to yield for a pedestrian	2
Motorcycles riding two abreast	2
Following another vehicle too closely	2
Driving too slowly as to impede traffic	2
Making improper turns at intersection	2
Driving with view obstructed	2
Failure to obey police officer's signal	2
Operating a motor vehicle without a driver's licence	2
Operating a motor vehicle with improper class of driver's licence	2

Motorcycle Safety

This section of our manual is not intended to be an in-depth study of motorcycle handling. Motorcyclists must know the rules of the road contained in the earlier sections of this book and be skilled in handling and controlling the cycle before attempting to pass the motorcycle balance test maneuver and road test.

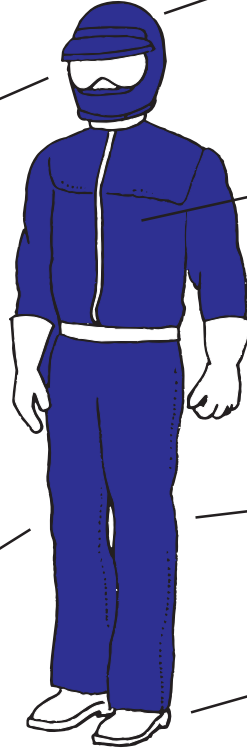
Check Your Equipment

Using the proper equipment will make cycling safer and more comfortable. Road and weather conditions affect motorcycle drivers more than four wheel vehicles.

Protect your eyes. Wind and rain can tire your eyes and blur your vision. Dust, bugs and debris can hurt your eyes and make you lose control. Eye or sunglasses provide little protection. You can use a helmet with a clear shield but the best eye protectors are goggles. Goggles are less likely to steam up. Windshields and fairings help deflect wind, rain and flying objects but they do not protect eyes.

Wear gloves – You'll have better control. They protect your hands and give you a better grip on the bars and controls. Numb fingers cause control problems.

Cold or hot weather clothing. You'll need ventilated clothing in cold or hot weather. Rubber clothing should be avoided – it makes you perspire and offers little protection in a fall.



Always wear a helmet. Similar helmet laws are in effect in all provinces. Governments looked at the facts and passed the law. Don't ignore it. When wearing the helmet, see there is no slack in the chin strap. Ask your dealer about helmet standards before you buy.

Wear proper clothing. Protect yourself from sun, wind, bugs and stones. Leather is best. Heavy nylon and denim are acceptable. Cover up from head to foot. Your jacket should be belted at the waist. Don't let flaps, laces or anything else dangle from your clothing. Don't wear things that flap or balloon in the wind, they may distract you. Don't carry things in your pockets that could hurt you if you fall.

Choose bright colours, they will make you more noticeable. Yellows, reds and oranges, especially fluorescents are best. Reflective tape can be applied to your helmet and motorcycle.

Always wear boots. Make sure they cover your ankles. You want protection and good handling of the foot controls.

Check Your Motorcycle

Check it for Safety.

Don't just jump on your bike and ride off. Take a few minutes to check the important things on a regular basis. Get to know your owner's manual inside out. If you buy a used bike, try to obtain the owner's manual from the manufacturer.

Cables. Replace if worn, damaged or frayed, don't risk an accident. Make sure all cables are well lubricated.

Tire Pressure. With correct pressure bikes handle better. Pressure changes according to load. Inspect tires for cuts, damage to sidewalls and things stuck between treads.

Nuts, Bolts and Cotter Pins can be loosened by vibration and should be checked often.

Horn. Test it – it may save your life.

Brakes. Check that brake controls are adjusted correctly and work properly.

Throttle. The throttle should not stay open when released.

Mirrors. Clean and adjust before you start. Convex mirrors make it hard to judge distance.

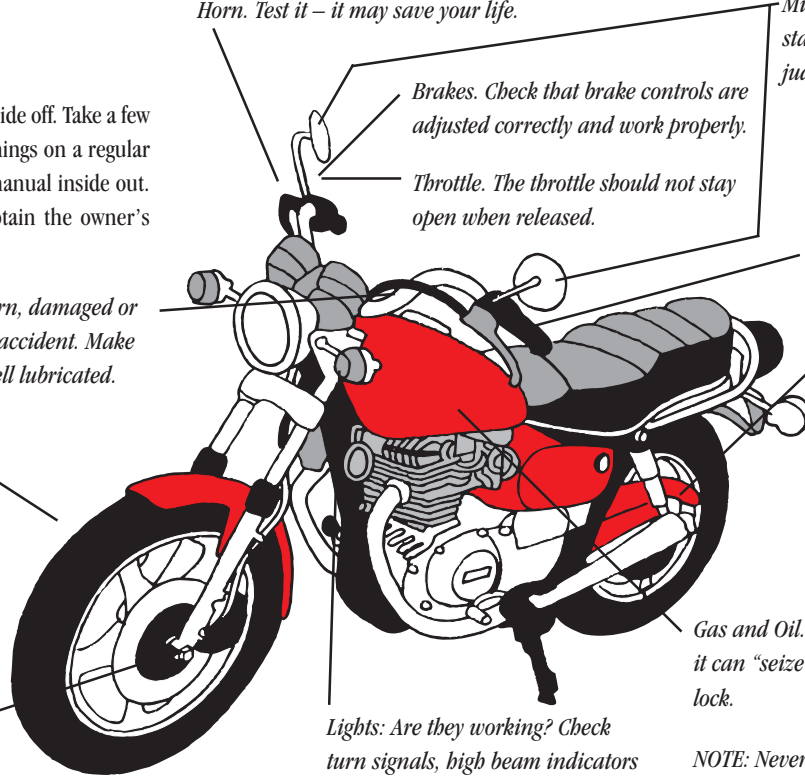
Clutch. Check clutch "drag" or "slip". There should be neither.

Drive Chain. When you're sitting on the bike, there should be at least two centimetres of play at the centre of the chain. Make sure the chain is wet, but not dripping, with oil. Use chain lubrication oil.

Gas and Oil. Check levels. If the engine lacks oil, it can "seize" and may cause your rear wheel to lock.

Lights: Are they working? Check turn signals, high beam indicators and brake lights.

NOTE: Never take a motorcycle on the street until you have checked it and are familiar with its controls and operating devices.

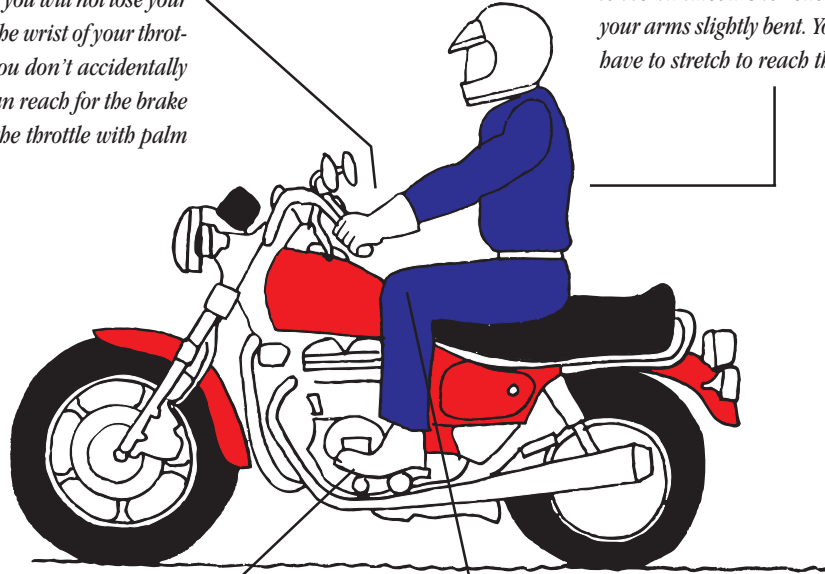


To control a motorcycle your body must be in the proper position.

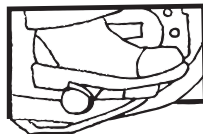


Hold the handgrips firmly so that you will not lose your grip if the motorcycle bounces. The wrist of your throttle hand should be flat so that you don't accidentally use too much throttle and you can reach for the brake easily with your fingers. Grasp the throttle with palm and thumb.

Sit in an upright position close enough to the handlebars to reach them with your arms slightly bent. You shouldn't have to stretch to reach the controls.



You should keep your feet firmly on the footpegs. This will help you maintain balance and ready you to use the brake and gearshift if necessary. Never drag your foot along the ground; it may catch on something and cause you to lose your balance.



Hold your knees firmly against the gas tank when riding. This keeps you secure on the seat, and gives you the best balance as the motorcycle turns.

Turning

New riders tend to have more trouble turning than experienced riders. Beginners usually take turns too fast. When they can't hold a turn, they end up crossing into another lane of traffic or going off the road. Often they brake too hard and skid out of control.

To turn a motorcycle safely, you must lean the bike in the direction of the turn. As illogical as it may seem, the most effective way to lean a motorcycle and make a turn, when travelling at speeds of greater than approximately 25 kph, is to push on the handgrip in the direction you wish to turn – push right to turn right; push left to turn left. This is called “push” steering. At slower speeds, you must lean the bike further than your body. The sharper the turn and the faster your ride, the more you must lean the motorcycle. You and your motorcycle work together as one unit, so you both must lean together. One other very important point: Before you change your lane position, or position within a lane, or before you turn off the roadway you are on, ALWAYS do a quick shoulder check. It may save your life!

This



Not This



Braking and Stopping

Always be ready to stop. Your motorcycle has two brakes and you need them both to stop effectively. The front brake is the more important of the two as it provides about three-quarters of your stopping power. Squeezing the front brake lever too hard or applying the rear brake too hard may cause the affected wheel to skid – resulting in longer stopping distances or even causing a fall. Remember these important points about braking:

- Use both brakes **EVERY** time you slow down or stop. If you use only the rear brake “normal” stops, you will not develop the skill to use the front brake properly when you really need it. **ALWAYS** using both brakes will decrease your stopping distance – **every time**.
- Apply both brakes at the same time, using progressive pressure on the front brake, while slightly decreasing pressure on the rear brake as you slow. But, again, it is **most** important that both brakes be applied simultaneously.
- Every time you stop, do a quick head and mirror check behind you in both directions to make you aware of traffic coming up behind. You may have to get out of there in a hurry, if something is coming up fast behind you.
- Braking should be done before entering a turn, since heavy braking while turning may require more traction than is available in a turn – especially on contaminated surfaces. Since you cannot always see around a turn, it makes sense to be moving slow enough when entering a turn to be able to stop quickly should the need arise. While light braking may not be problematic, should it become necessary to brake hard or stop quickly while going around a turn – and there will be occasions when this is necessary – the same principles apply as when braking in a straight line. It is extremely important, however, that these additional principles (the three S's) be used when braking hard in a turn:
 - **straighten** - reduce and lean angle of the bike to be as straight up (upright) as possible
 - **square** - make sure the handlebars are aligned as they would be in a straight line stop.
 - **squeeze** - simultaneously squeeze the front brake lever while applying the rear brake and while squeezing the clutch lever
- It is a good idea to practice stopping on various surface conditions in a location away from public roads. Practice in safety will better prepare you for different road conditions while in traffic.

Shifting Gears

There is more to shifting gears than simply getting the motorcycle to accelerate smoothly. Accidents can occur if the gears are used incorrectly when down shifting, turning, or starting on hills.

Downshifting

It is important to shift down through the gears one at a time as you slow down or stop, and always to be in the gear appropriate to your speed. You should always be in first gear when you stop so that you will have enough power to accelerate away from trouble quickly if necessary.

Make certain you are going slowly enough when you shift into a lower gear. If you are going too fast, the rear wheel may skid – particularly where the pavement may be contaminated by water, oil residue, debris, etc. This is always more likely to happen going down hill, where the motorcycle tends to pick up speed, or when shifting into first gear if the speed range for the first gear is very low. Under these conditions, you may need to use the brakes in order too slow down enough to shift safely. Use the clutch slowly and very smoothly when down-shifting - always remember your limitations with respect to available traction.

Shifting in a Turn

Do not upshift or downshift in a turn unless you can do it very smoothly. A sudden change in power to the rear wheel can cause it to lock or spin. The result can be a skid. It is best to slow down and change gears before entering a turn.

Matching engine power and vehicle speed is generally referred to as “slipping the clutch”.

Starting on a Hill

It is more difficult to get the motorcycle moving on an upgrade than it is on flat ground. There is always a danger of rolling backward into someone behind you. This is what you must do:

- Use the front brake to hold the motorcycle while you start the engine and shift into first gear.
- Change to the foot brake to hold the cycle while you operate the throttle with your right hand.
- Open the throttle a little bit for more power.
- Release the clutch gradually. If you release it too quickly, the front wheel may come off the ground or the engine may stop – or both.
- Release the foot brake when the engine begins to slow down. This means the engine is taking hold.

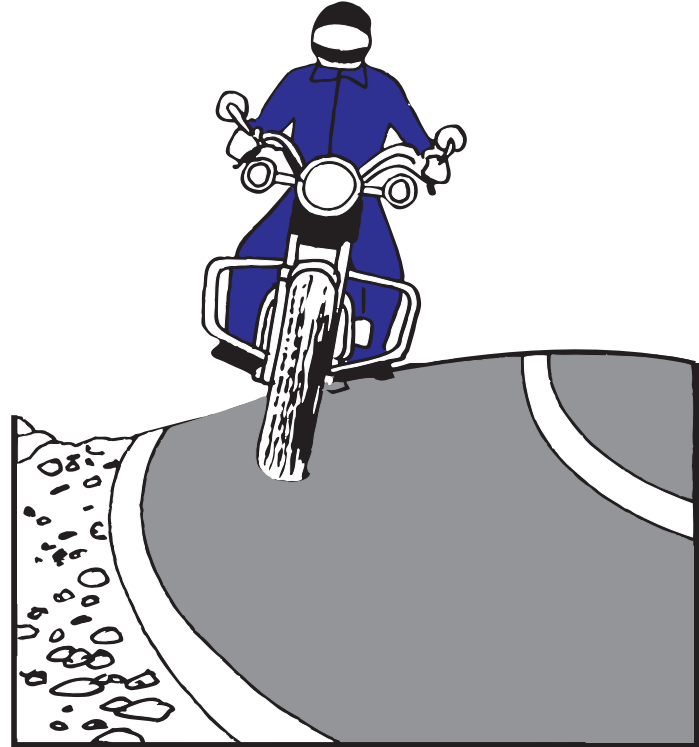
Riding on Dangerous Surfaces

These may include wet pavement (especially just after it starts to rain); gravel roads or places where sand and gravel have collected on paved roads; mud, snow, and ice; wet painted line markings and steel surfaces such as manhole covers.

To Operate on Slippery Surfaces

- **Reduce speed** – It takes longer to stop on slippery surfaces and reduced speed makes up for this. It is especially important to reduce speed on curves. Remember, speed limits posted on curves apply to good surface conditions.
- **Use both brakes** – The front brake is still more effective than the rear brake even on a slippery surface. The only time you shouldn't use the front brake is if the surface is extremely slippery, like ice. Then you shouldn't brake at all.
- **Avoid sudden moves** – Sudden changes in speed or direction can cause a skid on slippery surfaces. Therefore, you should turn, brake, accelerate, and change gears as little as possible. On a very slippery spot, you should make no changes at all until you are across.
- **Avoid slippery areas** – Try to find the best pavement that you can. It is better to operate in the track created by the wheels of cars on wet pavement because oil from cars tend to build up in the centre of the lane. Stay away from the edge of the road when you make sharp turns at intersections or enter and leave freeways at high speed; dirt or gravel tends to collect there. Certain sections of the road dry out faster after a rain or melt faster after a snow. Try, at all times, to stay in the best part of the lane. Avoid completely, if possible, very slippery areas such as ice, hard packed snow, or wet wooden surfaces. If you can't avoid these areas, proceed as slowly as you can and use your feet as "outriggers" for balance.

WHEN FOLLOWING A FOUR-WHEELED VEHICLE ON A HIGHWAY YOU SHOULD RIDE SLIGHTLY TO THE LEFT OR RIGHT OF THE CENTRE OF THE LANE.



Uneven surfaces.

These may include bumps, broken pavement, “pot holes” or railroad tracks across the road. Such surfaces can affect your control of the motorcycle.

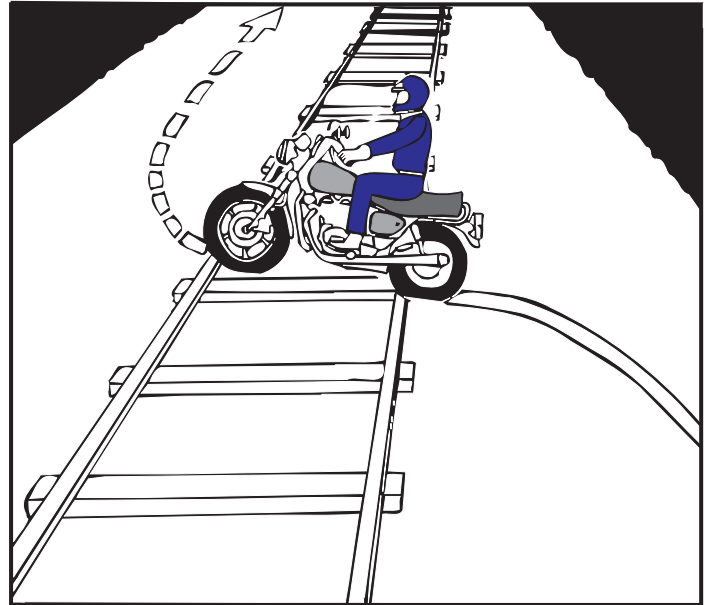
To operate on uneven surfaces:

- Slow down to reduce the impact.
- Straighten out your course so that the motorcycle is upright.
- Rise slightly on the footpegs so that you can absorb the shock with your knees and elbows.
- If you have to cross the tracks, slow down and cross as close to a 90 degree angle as possible.
- When you want to cross tracks, ruts, or pavement seams running parallel (in the same direction) to the course you are driving, move far enough away to be able to cross it at an angle. Then, just make a quick sharp turn. Do not try to edge across. It could catch your tires and upset your balance.
- When you ride over rain grooves or a metal bridge grating, the motorcycle will tend to wander back and forth. While this may give you an uneasy feeling, it is not usually dangerous. The best thing to do is stay on course and “ride it out”. Ride straight across.

When approaching two lanes of vehicles at a traffic light, you should stop

behind the last vehicle in either lane. Never ride between two lanes of vehicles.

FOLLOWING OTHER TRAFFIC – MAINTAIN A SAFE FOLLOWING DISTANCE AT ALL TIMES. REMEMBER! AVOID DRIVING IN THE BLIND SPOTS OF VEHICLES YOU ARE FOLLOWING.



Riding at Night

At night you can't **see** or **be seen** clearly – even with the best headlights. To drive safely you must do these things:

- Use your high beam whenever you are not following or meeting a vehicle to get all the light you can.
- Reduce your speed and don't overdrive your headlights. Be sure you are going slowly enough to stop before reaching something your headlight shows on the road ahead.
- Use the vehicle ahead. Its headlights can give you a better view of the road and its bouncing tail lights can alert you to bumps or rough pavement.
- Allow more distance between yourself and the vehicle ahead. This will give you more time to react.
- Don't pass unless it is necessary. If you must pass, give yourself more distance to do so.
- Stay alert. If you are sleepy – stop and rest.
- Keep your goggles, face shield and windshield clean. If they are badly scratched, replace them.

- Make sure you are visible. Clean your lights and reflectors, wear bright colours and add reflective tape where it will do the most good. A reflective vest is a good idea.
- Signal earlier, brake sooner, and flash your brake lights.

EMERGENCIES

No matter how careful you are, there will be times when you find yourself in a tight spot. Your chances of getting out safely depend upon your ability to react quickly. Here are some emergencies and ways to handle them.

QUICK STOPS

Stopping your motorcycle quickly requires that you use the same principles you would use when making a “normal stop” – except that your actions are accelerated. Both the front and rear brakes should be used simultaneously. Brace yourself to avoid falling forward and maybe losing control. Squeeze the front brake lever steadily but firmly – do NOT “grab” it. At the same time, roll your right foot forward on the rear brake lever, firmly, but with less pressure than is being applied to the front brake. When both brakes are applied simultaneously using this procedure, you will greatly lessen the possibility of wheel skids – skids increase stopping distance and may cause a spill.

AVOIDING OBSTACLES

A piece of debris or a pothole might appear suddenly in your path as the vehicle ahead passes over it, or the vehicle ahead may suddenly stop. Even a quick stop may not work in these instances. The only way to avoid a collision may be a quick turn or swerve.

The trick to making a quick turn is to get the motorcycle to lean quickly in the direction you wish to turn. The sharper the turn, the more you must lean. To get the motorcycle to lean quickly, **push** on the handgrip in the same direction you want to turn or serve. If you wish to turn right, push on the right handgrip. If you wish to turn left, push on the left handgrip. **This causes the front wheel to turn slightly away from the direction in which you wish to serve, but leans the motorcycle in the desired direction to avoid the obstacle.**

NOTE: Push steering is not intuitive – it must be practiced to be effective. you MUST deliberately think “turn left – push left” and “turn right – push right” EVERY time you steer your motorcycle if you are to develop the necessary skill and ability to take quick avoidance action – without having to think about how to turn the machine.

After you have completed your serve or turn around the obstacle, and to avoid any further problems, it may be necessary to slow down or stop. It is very important that you avoid braking and swerving at the same time! Such an action may compound the problem by causing a skid. Always ensure the motorcycle is upright with the handlebars straight before braking aggressively. Remember: you should always be aware that braking and turning actions have an effect on traction – the amount of grip your tires have with the road surface.

SPEED WOBBLER

If you develop a speed wobble, **don't brake**. Hang on to the handlebars firmly but don't try to stop the wobble. Gradually release the throttle and pull off the road as soon as you can. Check for unequal tire inflation, bent or misaligned wheels, loose spokes, loose bearings, or an improperly mounted windshield or fairing. All of these things are typical causes of unsteadiness.

THROTTLE STICKS

If your throttle sticks, immediately squeeze the clutch lever. If you can't correct the problem, turn off the engine with the emergency “Killswitch”, and steer off the road and brake to a stop.

STAY IN YOUR OWN LANE IN AN EMERGENCY

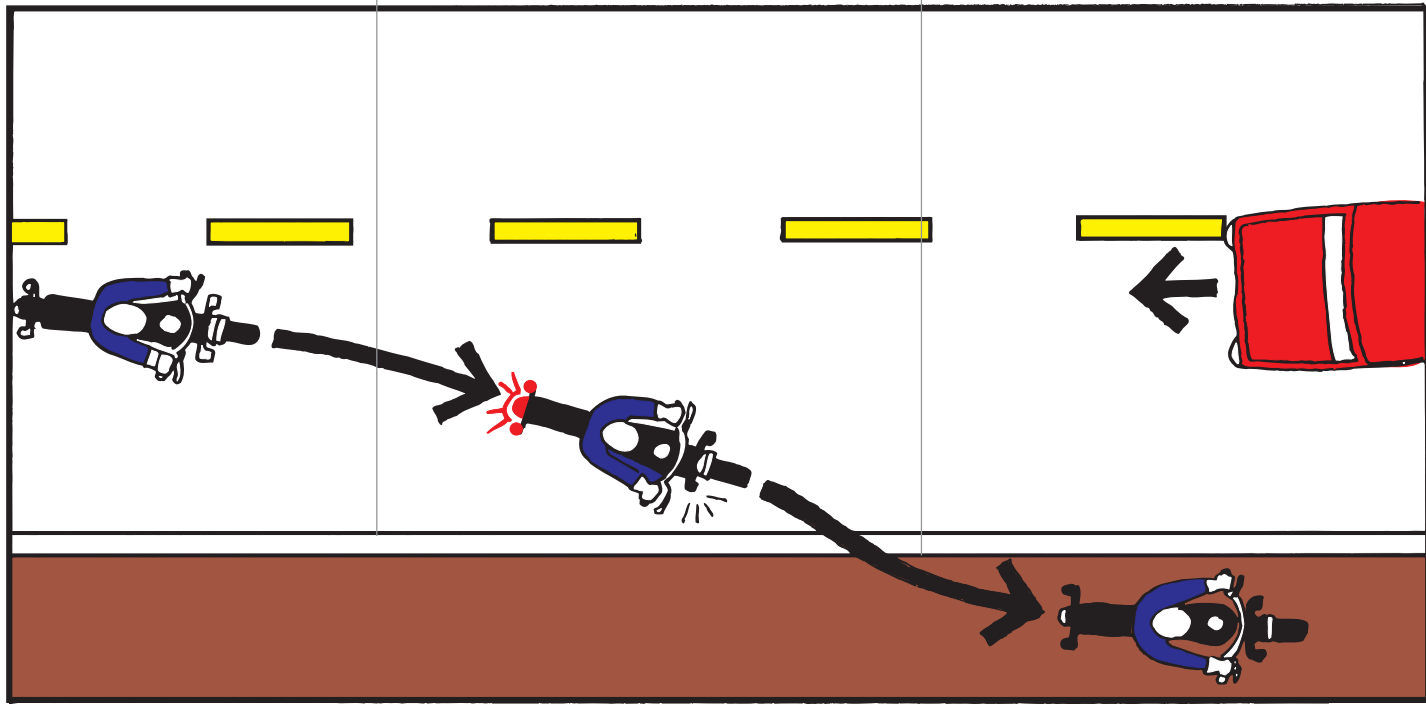
The moment you change lanes, you risk being hit by a vehicle. You should be able to squeeze by most obstacles without leaving your lane. This is one time when the size of the motorcycle is in your favour. Even if the obstacle is a car, there is generally room to move alongside it. Change lanes only if you have enough time to make sure there are no vehicles in the other lane. Above all, during any emergency situation stay calm and remember what you have learned during your training and practice sessions.

Most accidents involving motorcyclists are due to carelessness of other drivers, so be extremely careful and keep visible at all times.

*If a car is coming at you in your lane,
Brake! Ride toward the right shoulder
of the road – never to the left.*

*If there is time, flash your light,
use your horn.*

Ride off the road if necessary.



Passengers

Once you are licenced, you may wish to carry a passenger on your motorcycle. You should not consider carrying passengers until you have become comfortable driving your motorcycle. Carrying a passenger changes everything: steering, acceleration, braking, and balance. Generally, when carrying a passenger you'll need to ride more slowly, and slow down sooner for stops and curves. Allow more room in traffic. Remember, you are legally responsible for your passenger's welfare.

Only you, and not your passenger, should make hand signals.

Sudden movement can cause a change of direction. The passenger should always move when you do: Leaning forward when you accelerate, back when you slow down, and with you, when you are taking a corner.

Make sure your passenger wears protection gear similar to your own.

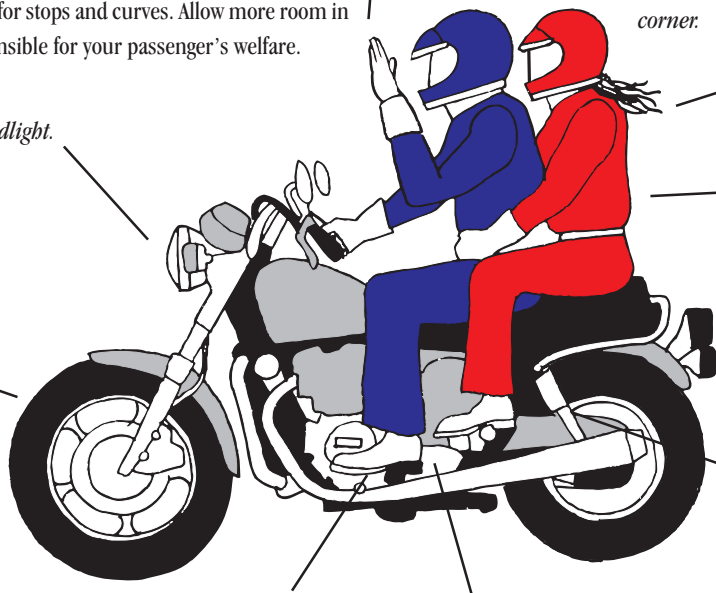
The person behind you should sit as far forward as possible without crowding you, and hang on securely to your waist or hips. Make sure your passenger understands that they must sit still.

Adjust the shock absorbers, check the slack in the drive chain.

Make sure your bike is ready and built for carrying another person. You'll need to check the owner's manual. Add the specified amount of air pressure to the tires.

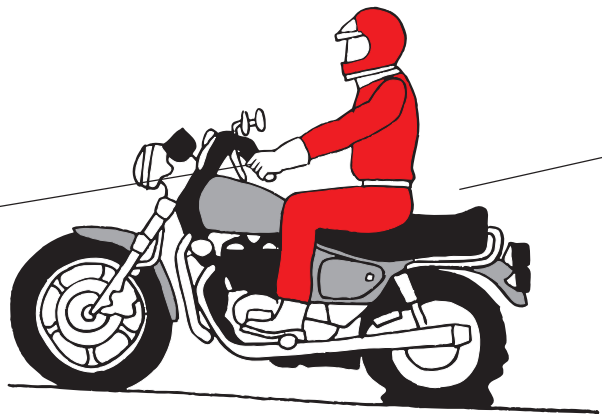
You must have a proper seat and foot pegs that allow the passenger to sit behind you without moving you from your normal position.

Both of the passenger's feet should always be on the pegs, even when you're stopped. Hot pipes and mufflers are a major hazard.

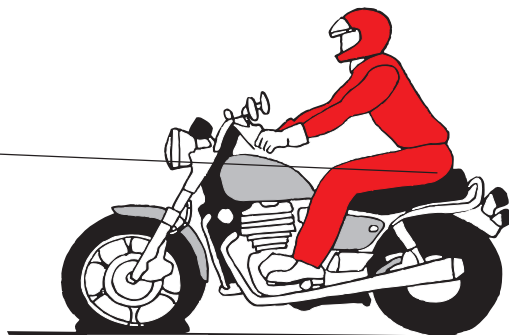


Blow Outs

If the rear tire blows, maintain your position on the machine. Don't brake – ease off the throttle instead.



If a front tire blows, hang on firmly and try to steer straight and shift your weight to the rear:



When you've slowed enough, move to the right side of the road.

OBTAINING A NEWFOUNDLAND AND LABRADOR

MOTORCYCLE LICENCE

To get a motorcycle licence in our province you must be a minimum of 16 years of age (with parental approval). You are required to pass a motorcycle balance test maneuver, written test, a sign test, a vision test and a road test in traffic.

The skills for motorcycling require a lot of practice. Before you go out on the street with other traffic, there are certain basic skills needed for your safety.

MOTORCYCLE BALANCE TEST MANEUVER

When you report for this test you should have:

- clothing that covers your entire body – reflectionized if possible
- an approved helmet and eye protection
- your motorcycle – with no defects
- proof of insurance (pink liability card)
- motorcycle registration permit

The test will consist of these maneuvers:

- operating the controls (being able to designate any of the major-minor operating controls)
- controlling the engine (starting and shutting down the engine during the test)
- upshifting/downshifting (changing gears while riding)

- weaving (riding in a weaving pattern through a pylon course)
- straight line balance (riding as slowly as you can through a pylon course)
- stopping quickly (stopping the motorcycle as quickly as possible without skidding the wheels)

LEARNING TO DRIVE A MOTORCYCLE

After you successfully complete the balance, written and vision test you will be issued a Class 6 Level I licence. You will have to pay for your Level I and road test fee.

As a Level I motorcycle operator, you will be restricted to these conditions while learning:

- Accompanied by a licenced motorcycle driver with 4 years driving experience, on another motorcycle or in a motor vehicle.
- Novice driver must have a BAC of 0 mg % and accompanying driver cannot exceed 50 mg % BAC
- Passenger NOT permitted
- No upgrade to commercial class
- Not permitted to drive after darkness (one half hour before sunset to one half hour after sunrise)
- Not permitted on highways where posted speed limit exceeds 80 KM/H

ROAD TEST

After you successfully complete the motorcycle balance test maneuver, you will be required to undergo a written and vision test followed by a road test in traffic, accompanied by a driver examiner. This test will demonstrate your knowledge of the rules of the road, traffic, signals and your driving ability. Once you have passed this final test you will be licenced as a Class 6 Level II driver.

GENERAL COMMENTS

- All motorcycle riders must be aware that riding a motorcycle carries with it a greater risk than driving in your four-wheeled vehicle due to a number of factors, including your visibility to other drivers, the size and weight of your motorcycle, road conditions, weather conditions, your skill level, etc. You **MUST** be fully aware of your surroundings and practice good proactive riding principles to stay safe.
- **ALWAYS** do a complete “head check” (i.e. look carefully ahead and to both sides) of your surroundings before you move off from a stop.
- **ALWAYS** do a “shoulder check” (i.e. look carefully over your shoulder in the direction of your intended turn) on every occasion immediately before you change a lane or lane position, or before you turn off the road you are travelling on.
- **ALWAYS** do a quick mirror and head check every time you stop. Check your mirrors every 5 seconds.
- You **MUST** actually turn your head and look carefully for this proactive and defensive technique to be effective. Head checks, shoulder checks and mirror checks can save your life.
- Be aware that the contact patch of your two tires with the road surface is approximately equal to the size of your two fists. This relationship with the road surface may be affected by a variety of factors, including weather conditions, road surface conditions, your skill level, the condition of your motorcycle tires, tire pressures, etc.
- The amount of grip that your tires have with the road surface is called “traction” and is variable, depending on the factors listed above, and is further affected by the ABC's of riding: accelerating, braking and cornering (or turning). There is only so much traction available – use it wisely.
- In order to ensure that the risks of riding a motorcycle are minimized to the extend possible (they can never be eliminated), you should always wear the proper protective riding gear and practice good, safe riding principles.
- Be familiar with every aspect of your machine and check it over carefully before riding. Know what is in your motorcycle owner's manual, and follow the recommendations it contains.
- Participate in motorcycle training courses whenever you get an opportunity. You are never too old to learn!
- Ride smart! Ride safe!

With the escalating costs of maintenance to vehicles today, it is little wonder that the owners in the trucking industry wish to attain the best in low cost efficiency from their vehicles. This goal can be achieved through the driver. Drivers of commercial vehicles should have an extensive knowledge of the operations of these expensive vehicles.

The Highway Traffic (Trip Inspection Report) Regulations requires, as a part of the driver's responsibilities, that the driver complete a pre-trip inspection of his or her vehicle at the beginning of each day.

The purpose of a "Pre-Trip Inspection" is to eliminate costly repairs to the vehicle by conducting a visual inspection to detect minor defects and ensure they are corrected before they develop into major problems. This can save the owner hundreds of dollars in maintenance.

Information for the Commercial Driver

To keep in line with the trucking industry to produce more conscientious drivers, the Department of Government Services has implemented a comprehensive test for commercial drivers wishing to obtain a Class 01, 02 or 03 driver's licence.

Before applying for a commercial driver's licence the applicant must submit a medical form to the department stating that he or she has passed a physical examination by a physician. Upon submitting the medical form the applicant must then undergo a written commercial and sign test along with a vision test. An air brake endorsement is required for vehicles equipped with air brakes (Class 09).

Upon successfully completing the written and vision tests the applicant is issued a permit authorizing him or her to receive instruction from a licenced commercial driver for the class of licence desired.

When the driver has received sufficient instruction he or she must make arrangements, by appointment, for a

road test. It is important that every applicant wishing to obtain a commercial driver's license for Class 01 or 03 have the skills and knowledge to pass the following aspects of this road test:

1. Pre-trip Inspection
2. Reverse 90 degree angle parking
3. Uncoupling and coupling (Class 01)
4. Road test in traffic

The following information is a summary of a road test which the applicant must successfully complete.

PRE-TRIP INSPECTION

Before starting a trip the driver should always conduct a visual inspection of his or her vehicle. By following three basic steps the driver checks under the hood, around the vehicle, and checks in the cab.

1. Under the hood:
 - a. Check hoses and belts for cracks and excessive wear.
 - b. Check fluid levels:
 - i. Coolant
 - ii. Oil

- iii. Power steering
 - iv. Windshield wash
 - c. Check front suspension for excessive wear (i.e. springs, u-bolts, tie rods).

2. Walk around vehicle:

- a. Check left body, tires and wheels;
 - b. Check left body, marker lights;
 - c. Check tail, brake, and signal lights at rear; check doors or tail gate;
 - d. Check right body, tires and wheels;
 - e. Check right body, marker lights;
 - f. Check headlights, park and signal lights at front;
 - g. Check air valves and glad hands; and
 - h. Check 5th wheel to ensure jaws are closed around the trailer pin.

3. In the cab:

- a. Check seat and mirror adjustments;
 - b. Check gauges in instrument panel;
 - c. Check horn;
 - d. Check tell tale lamps (indicators).

BACKING

The driver is always responsible when backing. All drivers can reduce backing accidents if they use a guide whenever possible. The guide should stand where there is a clear, continuous view of the backing path the vehicle will follow. The guide must be visible to the driver throughout the maneuver.

The reverse 90 degree angle parking requires the driver to safely back up to a loading dock. Two attempts are allowed in this portion of the test.

UNCOUPLING AND COUPLING

Uncoupling

1. Apply tractor parking brake and pull out tractor protection valve.
2. Place chock blocks under trailer wheels.
3. Check ground surface (level and solid).
4. Crank trailer landing gear down until it contacts the ground. Shift handle to “low” gear and crank until the landing gear takes part of the trailer weight. (Leave handle in “low” gear).
5. Climb up on rear of tractor in safe manner.
6. Disconnect air lines and light cord in logical order and secure them on dummy couplers. **Emergency line first.**

7. Dismount tractor in safe manner and pull the 5th wheel lock handle into “open” position.
8. Release park brake, pull ahead until the trailer apron slips to the lower part of the 5th wheel. Stop and apply tractor parking brake.
9. Check landing gear to make sure the ground is firm enough to support the weight.
10. Pull tractor ahead one tractor length and apply parking brake.

Coupling

1. Release tractor parking brake and back the tractor slowly so the 5th wheel throat is in direct line with the kingpin under the front of the trailer. This is best done by aligning the tractor drive wheels with the side of the trailer while looking in the side mirrors.
2. Stop, just before the 5th wheel makes contact with the front of the trailer. Apply tractor parking brake.
3. While standing alongside the tractor drive wheels, check the height of the trailer and raise or lower it as necessary. Check to see if jaws are open and that the pin is lined up with the 5th wheel. Do this from underneath and behind the tractor.
4. Proceed to rear of trailer and check that chock blocks are in place. Check

behind the trailer to make sure there is nothing in the way, should the trailer accidentally roll back during coupling.

5. Connect air lines and light cord in logical order (usually emergency line first). Align hose couplers with trailer glad hands so that they look straight. Align light cord with the trailer socket so that the raised area fits into the socket, without forcing.

6. Re-enter tractor cab, activate hand control valve, depress tractor protection valve and, with your head out the window or door, listen for air exhausting at the rear of the trailer. (This is to determine if the air lines are hooked up in the right order.) Pull hand control level down and hold it there to secure trailer brakes.

- i. Call out air pressure (minimum 100 P.S.I. for coupling).
- ii. Release tractor park brake.

7. Back under trailer so that 5th wheel jaw locks firmly around kingpin. Test the coupling by gently pulling the tractor forward.

8. Apply tractor parking brake. Release hand control valve.

9. Check and double check front and rear of 5th wheel to determine that the jaws are properly closed around the kingpin and that the safety lock or latch is in place.

10. Crank up trailer landing gear, reverse handle one full turn, and secure handle on hanger strap in position.

11. Remove wheel chocks, return to driver's seat and advise your examiner that coupling procedure is complete.

ROAD TEST IN TRAFFIC

The road test will consist of a number of traffic situations, traffic lights, left and right turns, and lane changes. Class 02 and 04 drivers are required to stop at all Railway Crossings a distance of 5 meters from the nearest rail. The examiner will keep a watchful eye on ability to negotiate this large vehicle through traffic, on transmission shifting and on general knowledge of the rules of the road.

The examiner will record your faults during the test and inform you of any mistakes at end of the test. The examiner will not discuss your test while the test is in progress.

The safety with which you operate as a commercial driver depends entirely on you. Remember that the driver is solely responsible for his or her actions. With this in mind you can make our highways a safer place upon which to drive.

VEHICLE DIMENSIONS

Commercial vehicles are limited to height, width, length and weight in accordance with the Newfoundland and Labrador Highway Traffic Act. Special Permits may be issued for vehicles carrying oversize or overwidth loads. Regardless of licencing or permits issued, you must obey all posted signs which restrict the dimensions or weight of loads on any portion of the highway.

The maximum legal height of a vehicle on highways is 4.15 meters.

The maximum legal width of a vehicle and its load is 2.6 meters.

The legal lengths of vehicles vary according to the type of vehicle. In Newfoundland and Labrador the maximum vehicle lengths are:

- single unit vehicle... 12.5 meters
- semi-trailer including load, tractor... 23 meters
- combination including truck or car pulling trailer... 23 meters
- intercity bus... 14.0 meters

Commercial vehicles are licenced in Newfoundland and Labrador in accordance with their gross vehicle weight (G.V.W.). This weight is the combined weight of the vehicle and its load. The maximum allowable G.V.W is determined by such factors as the number of axles, the spacing of the axles, size of tires, etc.

SHIFTING GEARS

It is important for drivers to be alert to changing conditions that may require you to reduce speed and shift to lower gear.

For dangerous downgrades, gears should be down-shifted at the top of the hill before entering the grade to make use of engine braking.

Double-clutching (depressing the clutch twice with each change of gears) must be

used on most manual shift truck transmissions. Shifting is faster and smoother when you use this double-clutch procedure.

KNOWLEDGE OF AIR BRAKES

Air Brake manuals are available from all Driver Examination Offices.

TRANSPORTATION OF DANGEROUS GOODS

Drivers of vehicles transporting any class of Dangerous Goods (i.e.: explosives, compressed gases, flammable and combustible liquids, flammable solids, oxidizing substances, poisonous and infectious substances, radioactive materials, corrosives and hazardous waste materials) must be in possession of proper documentation and a Certificate of Training issued by the employer.

The Certificate of Training is valid for a period of 36 months.

Drivers must be aware of the necessary safety requirements regarding the packaging, loading, unloading and transporting of dangerous goods, as well as the displaying of proper safety markers. (For instance, a tractor trailer carrying a load of propane is required to have dangerous goods placards on the front, rear and both sides of the trailer.)

RIGHT TURNS

All right turns must be started from the right lane as close to the right side of the street or road as possible.

SEAT BELTS WORK

