

SKILLS TEST SCORING STANDARDS

Effective – April 30, 2007

MANDATORY SKILLS MANEUVERS are scored zero (0) through minus five (-5) points. Score head check or traffic check errors as minus three (-3) points. Score any other error as minus two (-2) points, up to five (5) points total for each mandatory skill maneuver. Score minus five (-5) for a wrong lane violation or the driver fails to complete a maneuver.

Listed below are the requirements that the examiner should watch for on each maneuver.

A. BACKING

1. Signal right for at least two seconds.
2. Right head check to pull over to the side of the road.
3. Traffic check in all directions before backing.
4. The driver should look over his/her shoulder and back for 30 to 50 feet.
5. Continuously look over shoulder the entire time they are backing. THE DRIVER MAY NOT USE THEIR MIRRORS.
6. Look for the driver to have complete control at all times using proper steering, backing in a straight line, and a safe speed.
7. The stop should be smooth and complete without skidding or jerking.
8. Signal left for two seconds
9. Left head check
10. Smooth merge into traffic.

B. PARALLEL PARKING

Approach

1. Signal right for at least two seconds.
2. Right head check.
3. The set up should be parallel to the vehicle in front of the parking space.

Parking

4. Traffic check before backing.
5. Looking over their shoulder while backing. (May glance forward or use mirror to check position. MAY NOT USE THE MIRRORS ONLY.
6. Back into space – NO MORE THAN THREE (3) PULL-UPS.
7. Car should be parallel to curb and, by law, no more than 12 inches from curb.
8. Put the car into park.

Resume

9. Signal left for at least two seconds.
10. Left head check.
11. Smooth merge into traffic.
 - Crossing the center line into oncoming traffic is a dangerous action.
 - Hitting a parked vehicle, stationary object, or a cone, or hitting the curb with force is a dangerous action.
 - Tapping the curb as a guide for vehicle placement is acceptable.

C. HILL PARKING

Approach

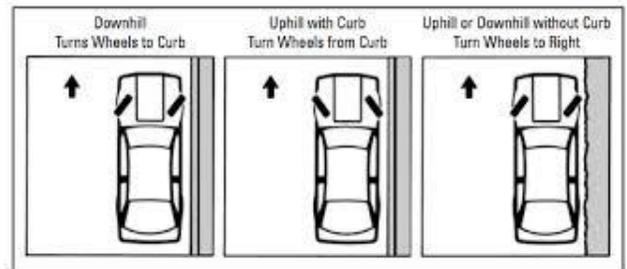
1. Signal right for at least two seconds.
2. Right head check.
3. Driver should be in the correct lane, smoothly decelerate and not coast.

Park

4. Car should be parallel and within 12 inches to the curb or edge of the road.
5. The car should come to a complete stop and not roll.
6. Signal off.
7. **UPHILL** – Wheels should be turned from the curb (to the left). If no curb, wheels to the right.
8. **DOWNHILL** – Wheels should be turned in the curb (to the right).
9. Front wheel must be touching the curb.
10. Parking brake on.

Resume

11. Parking brake off.
12. Signal left for at least two seconds
13. Left head check.
14. Smooth merge into traffic.
15. Smooth acceleration.
 - Driver should not stall the engine.



PARKING MANEUVERS

While backing, the driver should look over their shoulder. The driver may occasionally glance forward or use their mirrors to check vehicle position.

THEY MAY NOT USE THE MIRRORS FOR THE ENTIRE MANEUVER.

The driver may not be within:

- 50 feet of a railroad crossing.
- 30 feet of a traffic sign or signal.
- 20 feet of cross walk or intersection.
- 15 feet of a fire hydrant, in front of a driveway, or in an intersection, or where traffic would be blocked.



D. U-TURN (INTERSECTION)

Approach

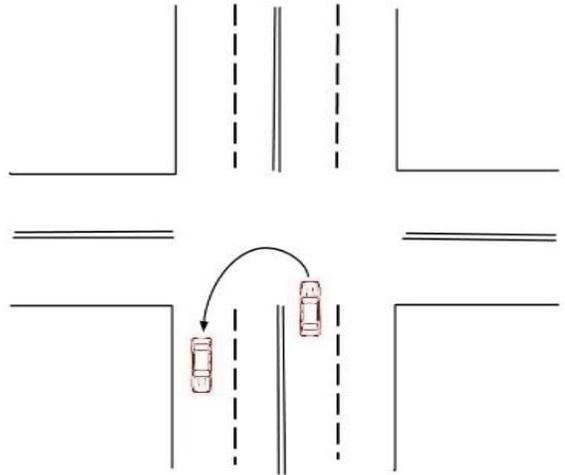
1. Signal left for two seconds.
2. Left head check if changing lanes.
3. From the correct lane, the driver should pull out far enough into the intersection to have enough clearance to make the turn.

Turning

4. Traffic check.
5. Driver should have good steering and speed.

Completing the turn

6. Move to the outside lane.
7. Stay in the right lane.
8. Not off the roadway.



U-TURN (MULTI-LANE ROAD)

Approach

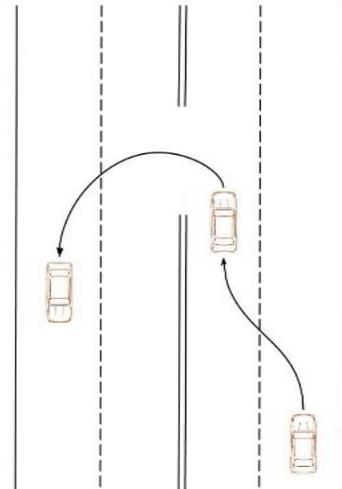
1. Signal left at least two seconds.
2. Left head check.
3. Move into the turn lane.

Turning

4. Traffic check.
5. Driver should have good steering and speed.

Completing the turn

6. Move to the outside lane.
7. Stay in lane.
8. Not off the roadway.



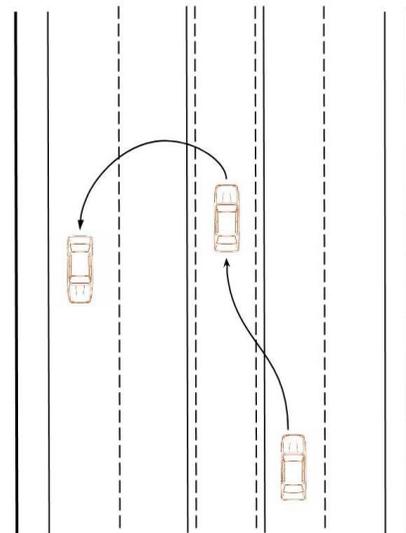
U-TURN FROM A SHARED TURN LANE

Approach

1. Signal left for at least two seconds.
2. Enter the shared (multi-purpose) turn lane.
3. Traffic check.

Turning

4. Turn into the outside lane.
5. Driver should have good steering and speed.
6. End the maneuver in the correct lane.
7. Not off the roadway.
8. If the driver goes into the emergency lane they must stop.
9. Signal left.
10. Left head check.
11. Smooth into traffic.



U-TURN (TWO-WAY ROAD)

Approach

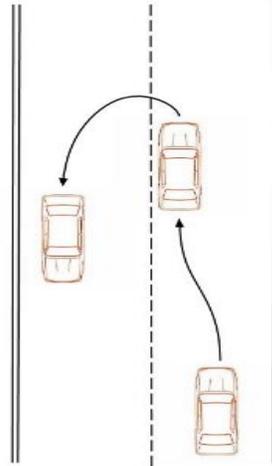
1. Signal left for at least two seconds.
2. Left head check.

Turning

3. Drive over the road to the left.

Completing the turn

4. If driver moves to the curb, they must stop.
5. Signal left for at least two seconds.
6. Head check left.
7. Smooth merge into traffic.



U-TURN (TWO-WAY ROAD WITHOUT MARKINGS)

Approach

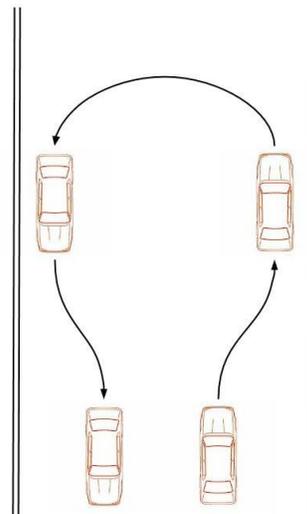
1. Signal right for at least two seconds.
2. Right head check.
3. Pull over to the right side of the road.

Turning

4. Signal left for at least two seconds.
5. Left head check.
6. Drive over the road to the left.

Completing the turn

7. If driver moves to the curb, they must stop.
8. Signal left for at least two seconds.
9. Head check left.
10. Smooth merge into traffic.



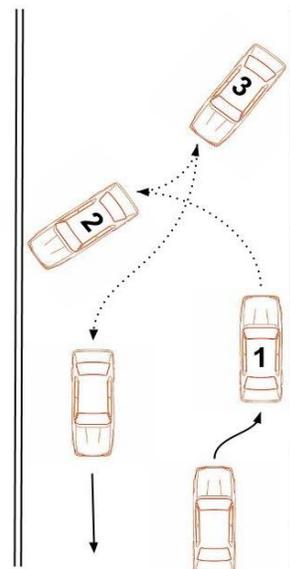
E – THREE-POINT TURN

Approach

1. Signal right for at least two seconds.
2. Right head check.
3. Pull over to the right side of the road.
4. Signal left for at least two seconds.
5. Left head check.
6. Drive over the roadway to the left.

Backing

7. Continuously looking over the shoulder
8. Traffic check in all directions.
9. Proceed forward into the travel lane.



***** FOLLOWING INSTRUCTIONS *****

Mark this area two to five points for failure to follow instructions based on the extent to which one fails to follow instructions as given.

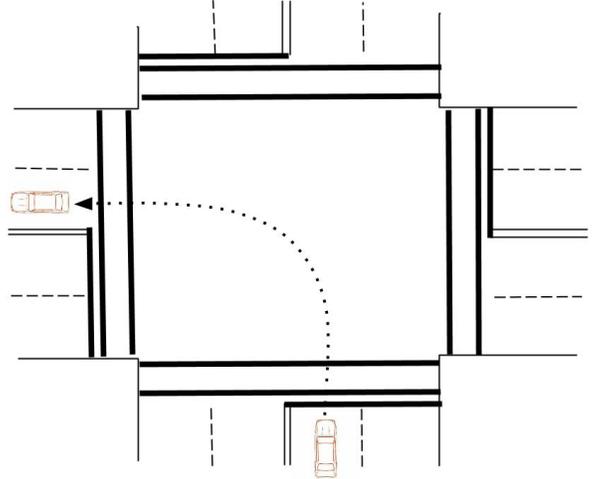
F – LEFT TURNS

Approach

1. Signal left for at least two seconds.
2. Left head check or a traffic check or both.
3. Smooth deceleration.
4. The driver should not coast.
5. The turn should be made from the correct lane.

Completing the turn

6. The driver should turn to the inside lane. If turning from an area with multiple turn lanes, they should turn into the corresponding lane.
7. The driver should be checking traffic during the turn using appropriate speed.
8. Smooth acceleration.



G – RIGHT TURNS

Approach

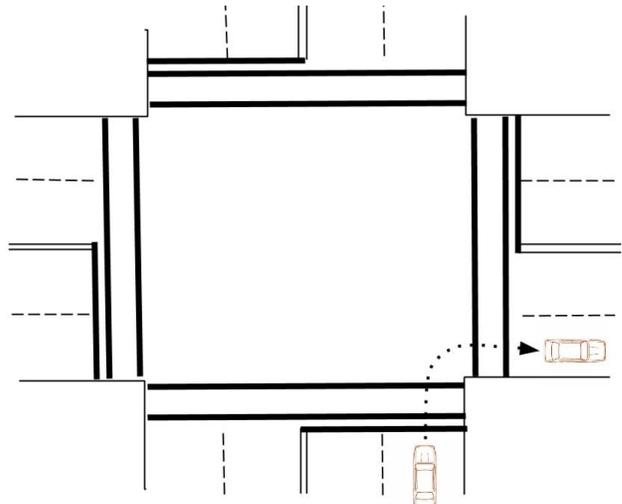
1. Signal right for at least two seconds.
2. Right head check.
3. Smooth deceleration.
4. The driver should not coast.
5. The driver should be in the correct lane.
6. Stop if necessary due to sign or signal.

Turning

7. Traffic check.
8. Watch for good steering and speed.
9. The turn should not be wide or short (cutting the corner).

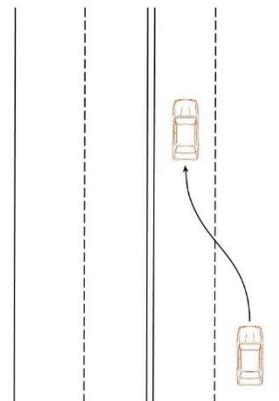
Completing the turn

10. Turn into the correct lane.
11. Signal off.
12. Smooth acceleration.



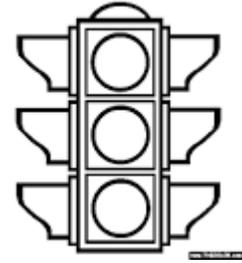
H – LANE CHANGES

1. Correct signal.
2. Head check.
3. Smoothly change lanes.
4. Watch the space between cars.
5. The driver should not stop or brake during lane change.
6. Cancel signal.



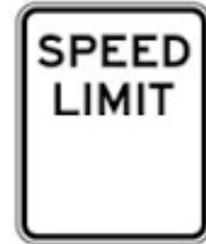
I – STOP SIGNS/SIGNALS

1. Complete stop (2 seconds).
2. Stop behind the white line, stop sign, or crosswalk, if not marked by a white line.
3. The stop should be smooth, no jerking.



J – SPEED IN ZONES

Score five (5) points for speeding if it is an isolated incident. If speeding appears to be habitual or the speed is an excessive amount over or under the posted speed limit, score as a violation of the law and assess 21 points for a dangerous action.



OBSERVATIONAL DRIVING ACTIONS (-0 TO -2 POINTS)

1. ALERTNESS
Alert and aware of what is happening around him/her.
2. ATTITUDE
Shows courtesy and concern for safety of himself/herself and others while driving.
3. BEING OVERTAKEN
Attitude, pull to the right to allow room.
4. BRAKING
Smooth braking, no riding or pumping, use right foot. Brake early enough on turns and stops to leave a proper gap between vehicles.
5. CLUTCH
Used properly, shifting, didn't ride.
6. COORDINATION
Unable to maneuver vehicle correctly.
7. DISTRACTION
8. FOLLOWING DISTANCE
Two-second rule.
9. GEARS
Used properly, did not over-rev/lug engine, grind gears, coast. Drove in correct gear, down shifted properly.
10. LATE SIGNAL
Signal for a minimum of two seconds before executing the maneuver (not during turn).
11. POSITION IN LANE

Drive in the center of the lane, don't ride the lines.

12. POSTURE

Sat up straight, shoulders back, not slouching or hanging hand over steering wheel.

13. RAILROAD CROSSING

Stopping over white line or too far in front of white line.

14. STEERING

Both hands on the wheel, no over/under hand control, smooth and straight (not jerky). May use hand-over-hand or push-and-pull steering.

15. UNNECESSARY STOP

If in an area where there is not a threat for an accident to occur, mark as unnecessary stop. If habitual (3) or obstructing traffic, mark as a dangerous action.

VIOLATIONS/DANGEROUS ACTIONS -21 POINTS EACH

BACKING IN TRAFFIC

Unsafely backing up in traffic in order to compensate for a mistake in performing a driving maneuver.

CROSSING A BARRIER

Crossing a marked barrier, double yellow lines (left turn only is acceptable), or an island, painted island, or curb.

DRIVE OFF ROADWAY

Allowing the vehicle to leave the roadway due to loss of control or inability to maneuver.

FAIL TO OBEY EXAMINER

Failure or unwillingness to obey instructions given by examiner. This area should only be used for blatant disregard of examiner instructions. Examiners and testers should not use this area if errors are made because of language barriers or nervousness of driver.

FAIL TO YIELD V P (Circle V for Vehicle and P for Pedestrian)

Failure to yield to a vehicle, which has the right-of-way, or a pedestrian.

GO ONTO CURB

Driving up onto or over a curb. Lightly tapping a curb for use as a guide for vehicle placement is acceptable.

HABIT – SI, RS, HC (Signal, Rolling Stop, Head Check)

Repeatedly missing (three or more) signals, rolling stop signs or lights, stop lines or not making head checks before lane changes or turns (habit).

HIT STATIONARY OBJECT

Hitting any stationary object, including other vehicles, cones, etc. Lightly tapping a curb for use as a guide for vehicle placement is acceptable.

SPEED +10 OR -10 MPH

Driving ten miles per hour under or over the posted speed limit.

SPEED IN A SCHOOL ZONE

Speeding any number of miles per hour over in an activated school zone.

IMPROPER LANE CHANGE

Changing lanes improperly or erratically.



IMPROPER LOOKOUT

Pulling out in front of oncoming traffic.

IMPROPER PASSING

Improper passing or passing in a no-passing zone, intersection, railroad crossing, a car that is stopped at a crosswalk, or a school bus when lights are flashing.

IMPROPER SIGNAL

Using an incorrect signal, which gives another driver an inaccurate idea of what driver's intentions are (potential for accident).

IMPROPER TURN

Turning when traffic is not clear or when turning is illegal.

OBSTRUCTING TRAFFIC

Making a stop when not necessary or legal, which obstructs traffic (potential for an accident).
Examples: lane changes, railroad warnings, green light, marked intersections where the driver has the right of way. If unnecessary stop is in an area which would not necessarily be considered dangerous and is isolated, mark as an unnecessary stop for two (2) points. If unnecessary stops are made several times at such areas, mark as dangerous action (habitual).

RUN RAILROAD CROSSING**RUN STOP SIGN OR (RED OR YELLOW) LIGHT**

The driver must clear the intersection before the light turns red. The driver may not speed up to make it through a yellow light.

TRAFFIC ACCIDENT (AT FAULT)

Property damage, injury, or fatal accident.

FAIL TO OBEY A TRAFFIC SIGN OR SIGNAL

Failure to obey traffic sign or signal other than a stop sign or red light. Example: flashing yellow lights, regulatory sign, yield sign, warning sign, or construction sign.

WRONG SIDE OF THE ROAD

Driving on the wrong side of the road, crossing the center dividing line, or turning into the oncoming traffic lane.

WRONG LANE

Turning into the wrong lane is dangerous only when causing an immediate dangerous situation to occur or when turning from the incorrect lane.

OTHER DANGEROUS ACTION OR VIOLATION OF THE LAW

Evasive action or command by an examiner, which is necessary in order to avoid being involved in an accident.

Not slowing down before making turns (habitual).