

# Advanced Driver Course Logbook



# The Test – What to Expect

The test is the culmination of your training, it is your opportunity to show how good you are and justify your observer's faith in you. A little bit of nerves can be a good thing. Stay focused and try to enjoy it. The perfect driver has not yet been discovered but how close are you?

## What to expect during the test

- The administration process
- The test
- You
- At the conclusion of the test

## The administration process

Having applied for your test you will be contacted by your examiner either by telephone or email. This is to arrange a mutually convenient date, time and location for the test to take place. The location should be safe, easy to find, of no cost to either of you with facilities and easy access to a variety of roads. Supermarket car parks and fast food restaurants are often chosen. (Beware of time limited parking).

## The test

This should be about 75 minutes from start to finish with no more than 60 minutes riding or driving.

### What will be tested?

After the document disclaimer is dealt with the examiner will conduct an eyesight check. This is the same as the DVSA test or a police roadside check. You must be able to read a standard number plate at a distance of 20 metres (20.5 metres for pre 2001 number plate).

During the drive you can be tested on anything from the course material. It may not be possible to assess some areas practically so the examiner may ask questions.

You will be asked to conduct a practical real life manoeuvre or demonstrate competency during the test. Your decision making process is part of the assessment. On a motorcycle you may be asked to perform a slow riding manoeuvre if this has not been displayed during the test.

Your drive must be safe and legal. Use your speedometer to keep to the speed limits which must be adhered to at all times, there are no exemptions when making an overtake so do not plan to exceed the speed limit when deliberating.

### Your Examiner

All of the IAM RoadSmart examiners are trained advanced police drivers or experienced IAM RoadSmart drivers who have National Observer and Masters qualifications. They are all experienced in dealing with road safety matters. They will:

- Put you at ease.
- Set the scene for you and explain what they are looking for.
- Explain clearly the route directions and how they will communicate them.
- Explain test protocols such as safety and spoken thought.
- Explain that any road traffic offence is likely to lead to a fail.

- Explain about their note taking. (They write positive points as well as areas for development).
- Give advice on how mistakes will be dealt with. (You will not necessarily fail for a minor mistake).
- Answer any questions you may have.

## You

We know that you will be nervous, we all were in the same circumstances. Your examiner will have been through the assessment process a number of times from both seats.

If you have any concerns or are unsure of anything don't be shy, ask the question, there is no such thing as a stupid question and you will get an answer to help put you at ease.

If you are suffering from any disability or mobility issues let the examiner know.

If you are dyslexic or hard of hearing let the examiner know.

All reasonable adjustments will be made to the test to make it all-inclusive. It must however be assessing a standard that is perceivably higher than the DVSA test.

You will be asked to attempt a spoken thought. To achieve a F1RST you must have tried (unless medical reasons apply) give it a try; it can help you to focus.

During the test if you don't hear or think you may have misunderstood an instruction ask. We are all human.

## At the conclusion of the test

You will be told your result straight away

You will be given verbal feedback followed by a written report containing the detail of your drive or ride.

If you are successful you will be given an interim pass certificate. You will also be given advice on other options within IAM RoadSmart that you may choose to further develop your skills such as Local or National observer, the F1RST register, the Masters program, or regionally run skills days.

If you are unsuccessful your areas to develop will be highlighted and this reinforced by the written report. If you don't understand what is being said, ask; the examiner wants you to develop and be successful.

**Advanced Driver/Rider test report**

**Notes to Examiner**  
This form is to be used for all manner of vehicles. The terms 'Drive' and 'Ride', 'Vehicle' and 'Machine' should all be deemed interchangeable in relation to this form.  
The assessor should be encouraged to attempt spoken thought, if not attempted strike through the box. This will not result in a test failure but a First cannot be awarded.

**Safety & Legality**  
As the examiner you decide whether the associate during (being it legal). There may be a risk will be taken regarding the interest of safety. Consider if a professional would prosecute for any breach of road traffic legislation whether it was with or without reasonable excuse. An associate correct to exceed the speed limit.

**System**  
Does the associate grasp the phases of the system and can they apply the system correctly to each hazard?

**Observation**  
Do the associate identify hazards and making scans in all directions around the vehicle/road?

**Planning & Hazard Management**  
Does the associate plan to deal with the hazards identified? Do they appropriately manage the risk associated with each hazard? (by change of speed, positioning, use of horn etc.)

**Anticipation**  
Does the associate make appropriate assumptions for what might occur ahead of their vehicle?

**Vehicle Sympathy & Eco driving**  
Does the associate use appropriate gear?

**Positioning**  
Does the associate position the vehicle correctly in the lane?

**Spoken Thought**  
Did the associate give a spoken thought? If so, was it relevant to the test? If not, why not?

**Gear Changing**  
Does the associate use the correct gear for the situation? Do they use the clutch correctly?

**Use of Controls**  
Does the associate use the controls correctly?

**Acceleration**  
Does the associate use the accelerator correctly?

**Braking**  
Does the associate use the brakes correctly?

**Mirrors & Signalling**  
Does the associate use the mirrors and signals correctly?

**Steering**  
Does the associate use the steering correctly?

**Sign**  
Does the associate use the correct sign?

**Declaration**  
I declare that the above information is true and correct to the best of my knowledge and belief.

**Signature** \_\_\_\_\_ **Number** \_\_\_\_\_

**Candidate information**

Surname \_\_\_\_\_ First Name \_\_\_\_\_  
Date \_\_\_\_\_ Time \_\_\_\_\_ Associate No. \_\_\_\_\_  
Advanced test  Members re-assessment  Declaration  Eyesight test

**Vehicle information (tick and delete as required)**

Car  Motorcycle  Commercial (Heavy/Medium/Light)  Bus/Coach/Minibus (with trailer)   
Reg no \_\_\_\_\_ Make \_\_\_\_\_ Manual  Automatic

This must be brought to the attention of the Driver  
• As the driver you are deemed to be in control of your vehicle at all times including responsibility for safety

**Competence Levels: 1 = Commended 2 = Satisfactory 3 = Requires Development**

| Competence Level               | 1 = Commended            | 2 = Satisfactory         | 3 = Requires Development      |
|--------------------------------|--------------------------|--------------------------|-------------------------------|
| Safety and legality            | Gear changing            | Use of gearbox           | Cornering                     |
| System                         | Acceleration/sense       | Acceleration/sense       | Overtaking                    |
| Observation                    | Mirrors/rear observation | Mirrors/rear observation | Restraint/progress            |
| Planning & hazard management   | Steering                 | Steering                 | Human factors & concentration |
| Anticipation                   | Braking                  | Braking                  | Courtesy                      |
| Vehicle sympathy & eco driving | Signalling               | Signalling               | Slow manoeuvring              |
| Positioning                    | Signalling               | Signalling               | Smoothness                    |
| Spoken thought                 | Knowledge                | Knowledge                | OVERALL RESULT                |

**Comments**

Examiner name \_\_\_\_\_ Signature \_\_\_\_\_ Number \_\_\_\_\_

## Advanced Driver/Rider test report

| Candidate information |                          |                       |                          |               |                          |
|-----------------------|--------------------------|-----------------------|--------------------------|---------------|--------------------------|
| Surname               |                          |                       | First Name               |               |                          |
| Date                  |                          | Time                  |                          | Associate No  |                          |
| Advanced test         | <input type="checkbox"/> | Members re-assessment | <input type="checkbox"/> | Declaration   | <input type="checkbox"/> |
|                       |                          |                       |                          | Eyesight test | <input type="checkbox"/> |

| Vehicle information (tick and delete as required) |                          |            |                          |                                  |                          |
|---|--------------------------|------------|--------------------------|----------------------------------|--------------------------|
| Car   | <input type="checkbox"/> | Motorcycle | <input type="checkbox"/> | Commercial (Heavy/Medium/Light)  | <input type="checkbox"/> |
|   |                          |            |                          | Bus/Coach/Minibus (with trailer) | <input type="checkbox"/> |
| Reg no  |                          |            | Make                     |                                  |                          |
|   |                          |            | Manual                   | <input type="checkbox"/>         | Automatic                |
|   |                          |            |                          | <input type="checkbox"/>         | <input type="checkbox"/> |

This must be brought to the attention of the Driver

- As the driver you are deemed to be in control of your vehicle at all times including responsibility for safety

| Competence Levels: 1 = Commended    2 = Satisfactory    3 = Requires Development |  |                          |  |                               |  |
|--|--|--------------------------|--|-------------------------------|--|
| Safety and legality  |  | Gear changing            |  | Cornering                     |  |
| System   |  | Use of gearbox           |  | Overtaking                    |  |
| Observation  |  | Acceleration/sense       |  | Restraint/progress            |  |
| Planning & hazard management   |  | Mirrors/rear observation |  | Human factors & concentration |  |
| Anticipation   |  | Steering                 |  | Courtesy                      |  |
| Vehicle sympathy & eco-driving   |  | Braking                  |  | Slow manoeuvring              |  |
| Positioning  |  | Signals                  |  | Smoothness                    |  |
| Spoken thought   |  | Knowledge                |  | OVERALL RESULT                |  |

| Comments |  |  |  |  |
|----------|--|--|--|--|
|          |  |  |  |  |

|               |  |  |  |        |  |  |  |  |
|---------------|--|--|--|--------|--|--|--|--|
| Examiner name |  |  |  | Number |  |  |  |  |
| Signature     |  |  |  |        |  |  |  |  |

## ADVANCED DRIVING / RIDING TEST REPORT

### Note to Examiner

This form is to be used for all manner of vehicles. The terms 'Drive' and 'Ride', 'Vehicle' and 'Machine' should all be deemed interchangeable in relation to this form.

The Associate should be encouraged to attempt spoken thought, if not attempted strike through the box. This will not result in a test failure but a F1RST cannot be awarded.

### Safety & Legality

As the examiner, you decide whether the Associate's driving/riding is legal. There may be a trade-off between legality in the interest of safety. Consider if a police officer would prosecute for any breach of road traffic legislation or whether what was done was reasonable in the circumstances. An Associate cannot PLAN to exceed the speed limit.

### System

Does the Associate grasp the phases of the system and can they apply the system correctly to each hazard?

### Observation

Is the Associate identifying hazards and making scans in all directions around the vehicle/machine?

### Planning & Hazard Management

Does the Associate plan to deal with the hazards identified? Do they appropriately manage the risk Associated with each hazard? (by change of speed, positioning, use of horn etc.)

### Anticipation

Does the Associate make appropriate assumptions for what might occur, based on their observations?

### Vehicle Sympathy & Eco-Driving

Does the Associate take opportunities to rest the engine in higher gears when appropriate for both vehicle sympathy and fuel efficiency?

### Positioning

Positions the vehicle safely and appropriately.

### Spoken Thought

Can the Associate verbalise their thoughts in relation to their drive/ride? Does it explain the drive or is it historical. Speaking should not slow the drive or adversely affect the concentration. A F1RST cannot be awarded without the Associate attempting spoken thought to at least a satisfactory standard.

### Gear Changing

Does the Associate select the correct gear at all times without any difficulty? Is the clutch control matched with the gear selection on a manual gearbox? On automatic gearboxes does the Associate understand the various drive modes available? Do they understand when and how to select a manual hold gear?

### Use of Gearbox

Does the Associate select the correct gear at the correct time within the phases of IPSGA?

### Acceleration Sense

Can the Associate accurately match the speed of the vehicle to changing road conditions by using the accelerator? Constant 'comfort braking' or pulsing of the accelerator pedal are clear signs that acceleration sense is not being used.

### Mirrors/Rear Observation

Does the Associate use mirrors in an appropriate and timely fashion? Are shoulder/blind spot checks employed when necessary?

### Steering

Are all steering inputs made smoothly and accurately? Is the Associate able to reach all ancillary controls when necessary, whilst steering? (regardless of which technique is employed).

### Braking

Can the Associate use three stage (progressive) braking smoothly? Does the Associate avoid comfort braking, braking in a decisive and planned way. Do they understand how to perform and the benefits of a running brake check?

### Signals

Does the Associate give signals when appropriate and do they interpret correctly those given by other road users?

### Knowledge

Does the Associate understand the concept and application of IPSGA? Do they have a sound understanding of the Highway Code and our advanced course materials? Do they have a sound knowledge of the technology fitted to their

vehicle? This section is also to be used when a cockpit drill is performed.

### Cornering

Does the Associate display safe positioning during cornering? Do they understand the principles of the limit point? Do they ensure the vehicle is balanced and under control during cornering in bends, junctions and roundabouts?

### Overtaking

Does the Associate understand the principles of overtaking including the following position, overtaking position and then demonstrating a safe overtake. If no overtakes are actually demonstrated, consider their performance when moving out past parked vehicles or when passing vulnerable road users. If this is unachievable, discussion should take place to check understanding.

### Restraint/Progress

Has the Associate demonstrated a clear understanding of the balance between when to use restraint and when to make progress?

### Human Factors & Concentration

Has the Associate demonstrated mastery of their emotions in order to provide a safe and controlled drive/ride? Are they able to describe the various factors affecting themselves, their drive and other road users? Do they maintain concentration throughout the test?

### Courtesy

Does the Associate use courtesy in the way they approach hazards (thanking other road users, giving way when appropriate etc.). Do they consider their effects on others (such as when overtaking or approaching puddles near the kerbside).

### Slow manoeuvring

Can the Associate reverse a car or drive through narrow gaps with confidence? Can a motorcyclist ride at walking pace without losing their balance? The examiner may choose to ask for a slow speed manoeuvre to be performed if they have not seen sufficient skill demonstrated during the drive/ride.

### Smoothness

Can the Associate operate all controls in a smooth and accomplished manner without undue effort and without the vehicle being adversely unbalanced?

### Definition of Requires Development category

Fails to consistently demonstrate the competency. Any grade 3 will result in the candidate being unsuccessful.

### Definition of Satisfactory category

Consistently demonstrates the competency

### Definition of Commended category

Consistently demonstrates the competency to a high standard with confidence; showing sound understanding of the interaction between this and other competencies.

### Awarding a F1RST

In order to be awarded a F1RST:

- No grade 3 is allowed
- Our Examiners have the discretion to recommend a candidate even if they score a '2' in no more than three categories. Those categories can be Spoken Thought (Car), Vehicle Sympathy & Eco-Driving and any one other category for Car or two other categories for Bike - except for Safety & Legality and Slow Manoeuvring which must score a '1'
- The remainder need to be grade 1.