

6. SOP Section 7 CHAPTER 6

PARTICULAR TYPES OF VEHICLE AND ADAPTATIONS

6.1 CATEGORY B1 - THREE WHEEL CARS, MOTOR TRICYCLES AND QUADS

Vehicles designed so that the examiner can sit in them (such as a Reliant Robin) should be booked on a car programme and a normal car test carried out. The test will take the form of a normal car test including the reversing exercises, if a reverse gear is fitted. (**Note:** the fee is the same as a car test)

Vehicles such as the 'Hot Rod' Type (motorcycle front end and car rear) and quads should be booked on a motorcycle programme and take the form of a normal accompanied motorcycle test, except that the 'U' turn, wheeling without the use of the engine and the 'Balance' question will be omitted. The candidate will wear a radio for communication whether or not a helmet is worn.

Note: The test will only be available at DTCs where motorcycle tests are normally carried out and the fee will be the same as for a car test.

Note: Motor tricycles may be reversible or non-reversible; in the latter case examiners should not be concerned that either the reverse or reverse parking or turn in the road exercises cannot be carried out. Before beginning the test for a motor tricycle the examiner will need to ascertain whether it is reversible and act accordingly. Examiners should not comment upon or concern themselves with the means by which, in some cases, a reversing gear may have been rendered inoperative.

6.2 INVALID CARRIAGES

This test will be conducted from any DTC on the lines of a Home Test - that is with the examiner on foot similar to a Category F test. The candidate will be directed round a route consisting of blocks and the test will include an Emergency Stop - Angle Start - Hill Start if possible and normal driving. (**Note:** there is no fee for this test)

For driver licensing and testing purposes an invalid carriage is defined as a mechanically propelled vehicle with an unladen weight not exceeding 10 cwt, specially designed and constructed, and not merely adapted, for the use of a person suffering from some physical defect or disability, and used solely by such a person.

These vehicles are exempt from excise duty, but should display a valid 'exempt from taxation' vehicle excise licence.

Drivers of these vehicles normally signal with direction indicators, and should not be asked to demonstrate arm signals during the test.

A candidate who passes the test in an invalid carriage should be given a D10 for category B1, and the D255 should indicate that the candidate should be restricted to invalid carriages only.

6.3 MODIFIED/UNUSUAL MACHINES

On occasions, candidates will attend for test on an unusual machine (i.e. a grey import) or there will be no plate or they will claim that the machine has been modified. Examiners will usually be able to decide either from their own knowledge or the documentary evidence produced which category the machine falls into. In cases where the category cannot be decided then advice should be sought from the SE, area ACDE or TSB.

In all cases the category of the machine must be decided prior to the start of the drive and the candidate should be informed of the decision.

Whatever the test result, full details of any modifications should be entered on the DL25.

6.4 CATEGORY P - MOPEDS (Including electric mopeds)

DEFINITION

For a machine used before 1 August 1977, 'moped' means a motorcycle with an engine not exceeding 50 cc and equipped with pedals by means of which it can be propelled.

A machine that fits the above definition except that a pedal or pedals have been removed and foot rests fitted, or permanently fixed so that they can no longer be used as a means of propulsion, falls within category P.

For a machine first used on or after 1 August 1977, 'moped' means a motor cycle with a maximum design speed not exceeding 30 mph, a kerbside weight not exceeding 250 kg and, if propelled by an internal combustion engine, an engine not exceeding 50 cc.

All motor cycles with engines up to and including 125 cc, first used on or after 1 August 1977, should carry a small plate showing the machine as being either a 'standard motor cycle' (category A) or a 'moped' (category P).

Usually the date of a machine's first registration counts as the date when it was first used. If a machine has a registration suffix letter 'S' or later, and carries a plate, that should normally be used to determine which category the machine falls into.

A machine with a registration suffix letter earlier than 'S' which does not exceed 50 cc and has usable pedals should be regarded as a moped; unless it is clearly a later machine carrying a 'cherished' number plate.

6.5 PROCEDURE

Tests of candidates on mopeds should follow the procedure for the conduct of the motorcycle test.

MISCELLANEOUS

6.6 LEFT-HAND DRIVE VEHICLES

Examiners should bear in mind that a candidate driving a left-hand drive vehicle should exercise special care, and make full use of the mirrors when about to overtake other vehicles or change direction to the right.

6.7 ELECTRICALLY ASSISTED PEDAL CYCLES

Certain machines with the characteristics of conventional pedal cycles, but with a small measure of assistance from an electric motor, are excluded from the motor vehicle category in the Road Traffic Act. Riders of these cycles are therefore not subject to the driver licensing and testing regulations and, if candidates present themselves for test with one, they should be advised accordingly.

The machines are:

Bicycles with a kerbside weight not exceeding 40 kg and an electric motor with a continuous rated output not exceeding 0.2 kilowatts; or

Tandem bicycles and tricycles with a kerbside weight not exceeding 60 kg and an electric motor with a continuous rated output not exceeding 0.25 kilowatts

The machines are required to be fitted with pedals by means of which they can be propelled, an electric motor which cannot propel the vehicle when it is travelling at more than 15 mph, and a plate showing the manufacturer's name and the continuous rated output of the electric motor.

6.8 VEHICLES WITH AUTOMATIC TRANSMISSION

A vehicle with automatic transmission is defined in regulations as 'A vehicle in which the gear ratio between the engine and the wheels can be varied only by the use of the accelerator or brakes'. In general a vehicle without a manual clutch is regarded as an automatic.

The following points of driving technique are common to all automatic systems:

HANDBRAKE

The handbrake should be applied for temporary stops, e.g. waiting at a red traffic light, a junction, or in a traffic hold-up, if they are likely to be of a long duration

Short stops may not require the application of the handbrake

The handbrake may need to be applied to prevent 'creep'

Faults committed in these cases should be recorded at Handbrake

FOOTBRAKE AND ACCELERATOR

The use of the right foot for both brake and accelerator pedals has considerable safety advantages. It is therefore recommended practice for normal driving, but is not necessarily applicable to disabled drivers. The use of the left foot on the brake pedal should not however be marked as a fault unless it involves the use of the footbrake against the accelerator

The use of both feet when manoeuvring in a confined space is acceptable if carried out correctly, i.e. speed is properly adjusted so that no large throttle opening or heavy braking pressures are involved.

Any fault should be recorded at footbrake and/or Accelerator, or in the 'control' box if it occurs in the reversing, reverse parking, or turn in the road exercise

6.9 PARTICULAR DRIVING SYSTEMS

FULLY AUTOMATIC SYSTEM

This type has selector settings for forward and reverse, neutral and/or park. It also has settings which enable the driver to select and retain a particular gear ratio or range of gear ratios, e.g. to obtain engine braking when descending a steep hill, although gear changes are normally made automatically. Most automatics of this type enable the driver to make an immediate change into the lower gear, to obtain extra acceleration, by means of 'kick down' or part throttle operation actuated by the accelerator pedal. In nearly all cases the selector lever is mounted on the floor or the steering column in the position normally occupied by the gear lever, but there are exceptions, e.g. a panel of press buttons on the fascia.

SEMI-AUTOMATIC SYSTEMS

With these the driver has to select the gear required by movement of the gear lever as with a manually controlled gearbox, but there is no clutch pedal. For driving test and licensing purposes these vehicles are regarded as automatics.

PRE-SELECTOR SYSTEMS

In these the gear is selected, before it is required, by manual movement of a selector lever, which is normally mounted on the steering column. When required, the gear is engaged by a single depression and release of the gear-change pedal, which is situated where the clutch pedal would be on an orthodox transmission.

6.10 `THE CLUTCH' AND `GUIDOSIMPLEX'

These adaptations enable a vehicle to be driven in manual or automatic mode. The candidate can choose which mode to drive the vehicle in and if successful should be issued with the appropriate D10.

Disabled candidates may use the vehicle for a test in automatic mode as a means of overcoming their disability. If successful, the candidate should be issued with a restricted licence in the usual way.

6.11 CENTRIFUGAL CLUTCHES AND FREE-WHEEL DEVICES

Vehicles fitted with these devices do not fall within the definition of vehicles with automatic transmission. The use of a free-wheel device or centrifugal clutch in addition to a pedal-operated clutch is at the discretion of the candidate.

6.12 SUBARU `HILL HOLDER' CLUTCH

The `hill holder' clutch is fitted to manual versions of the Subaru Legacy estate and saloon models. Drivers are advised that when stopping on an incline they should take their foot off the brake pedal while keeping the clutch pedal depressed, this automatically engages the `hill holder' which prevents the vehicle from rolling back. To move off the driver selects first gear, releases the clutch and drives on in the normal way.

Note: If any doubt exist about whether a particular vehicle is a manual or automatic, advice should be sought from Technical Standards Branch at HQ. This enquiry should be made prior to the start of the test and the candidate informed of the decision before starting the practical drive.

6.13 CITROEN XM PARKING BRAKE

Citroen XMs are fitted with an `emergency and parking brake`. This brake is operated by the driver pushing in a control fitted under the offside face vent and depressing an additional foot pedal situated to the left of the clutch pedal on the manual model and to the left of the brake pedal on the automatic version. The parking brake is released by pulling out the control fitted on the dash.

The emergency brake can be operated by applying the additional pedal, which will operate the brakes without power assistance. Drivers are advised not to drive with the release control pushed in when driving normally.

6.14 BICYCLES WITH ANCILLARY MOTORS

The DELTA DART and similar engines can be attached to a pedal cycle to convert it into a moped. When such machines are presented for a category P driving test they must display a number plate, road fund licence and the rider is required to wear a standard motorcycle helmet. Ordinary cycle helmets are not acceptable.