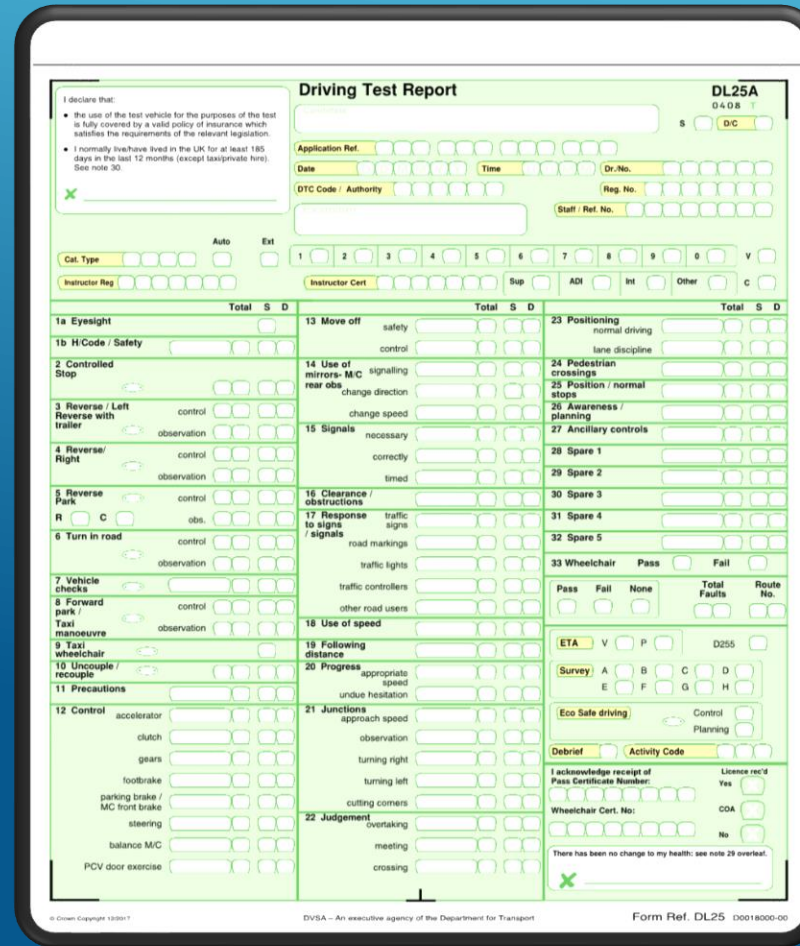


DL25 MARKING & ASSESSMENT



The image shows a DL25A Driving Test Report form, which is a standardized document used to record the results of a driving test. The form is divided into several sections:

- Declaration:** A section where the examiner declares that the use of the test vehicle is for the purposes of the test and is fully covered by a valid policy of insurance.
- Personal Details:** Fields for Application Ref., Date, Time, Dr. No., DTC Code / Authority, Reg. No., and Staff / Ref. No.
- Vehicle Details:** Fields for Cat. Type (Auto/Ext), Instructor Reg., and Instructor Cert.
- Test Results:** A grid of 33 numbered sections, each with sub-sections for different driving tasks. Each section has a 'Total' score and sub-scores for 'S' (Satisfactory) and 'D' (Deficient).
 - 1a Eyesight
 - 1b H-Code / Safety
 - 2 Controlled Stop
 - 3 Reverse / Left Reverse with trailer
 - 4 Reverse / Right
 - 5 Reverse Park
 - 6 Turn in road
 - 7 Vehicle checks
 - 8 Forward park / Taxi manoeuvre
 - 9 Taxi wheelchair
 - 10 Uncouple / recouple
 - 11 Precautions
 - 12 Control (accelerator, clutch, gears, footbrake, parking brake / MC front brake, steering, balance M/C, PCV door exercise)
 - 13 Move off (safety, control)
 - 14 Use of mirrors- MC rear obs (signalling, change direction, change speed)
 - 15 Signals (necessary, correctly, timed)
 - 16 Clearance / obstructions
 - 17 Response to signs / signals (road markings, traffic lights, traffic controllers, other road users)
 - 18 Use of speed
 - 19 Following distance
 - 20 Progress (appropriate speed, undue hesitation)
 - 21 Junctions (approach speed, observation, turning right, turning left, cutting corners)
 - 22 Judgement (overtaking, meeting, crossing)
 - 23 Positioning (normal driving, lane discipline)
 - 24 Pedestrian crossings
 - 25 Position / normal stops
 - 26 Awareness / planning
 - 27 Ancillary controls
 - 28 Spare 1
 - 29 Spare 2
 - 30 Spare 3
 - 31 Spare 4
 - 32 Spare 5
 - 33 Wheelchair (Pass / Fail)
- Summary:** Fields for ETA (V, P, D255), Survey (A, B, C, D, E, F, G, H), Eco Safe driving (Control, Planning), and Debrief (Activity Code).
- Final Declaration:** A section where the examiner acknowledges receipt of the Pass Certificate Number and provides their Licence rec'd status, Wheelchair Cert. No., and a health declaration.

Lin Western Ex DVSA Examiner

ADINJC Head of Training

adinjc.org.uk



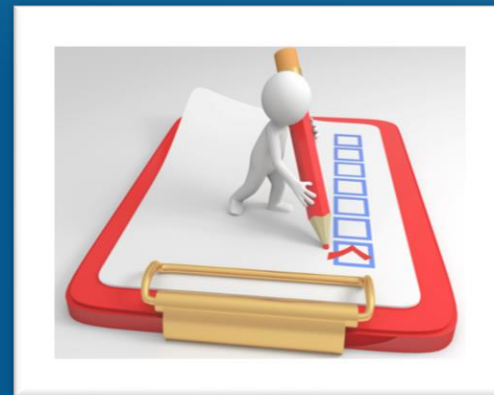
FINDING THE LOCATION

In most cases the ‘cause’ will take you to the correct location, but if the effect is greater than the cause then the effect is marked

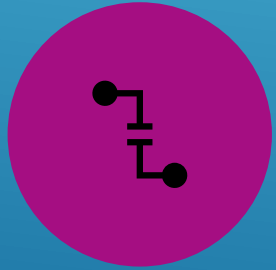
For example;

If a candidate approached a junction too fast and emerged the effect would be greater than the cause and although the speed approaching the junction caused the fault only the effect would be marked

Junctions - Observation



4 QUESTIONS TO ASK YOURSELF



**WHAT WAS
THE FAULT?**



**HOW DID
THE FAULT
HAPPEN?**



**WHAT
CAUSED THE
FAULT TO
OCCUR?**



**WHAT DID
THEY NOT
DO?**

ASSESSMENT

- *The standard on an L test is safety, with less emphasis placed on finesse*
- *We must understand the principle of assessment rather than fault marking*

An assessment of the ability to drive safely is made by direct observation of the candidates driving, assessed against the competencies found on the DL25 based on;

- *The drivers decisions*
- *Safety implications*
- *Any loss of vehicle control*

How do we assess a fault?

'Defined outcome'

We have to look at our own driving and make sure that we drive at the highest standard, so as to use this as the 'defined outcome'

Any deviation from the defined outcome can be seen as a fault but the weight, extent and circumstances at the time can make a fault range from

Not Worthy to Dangerous

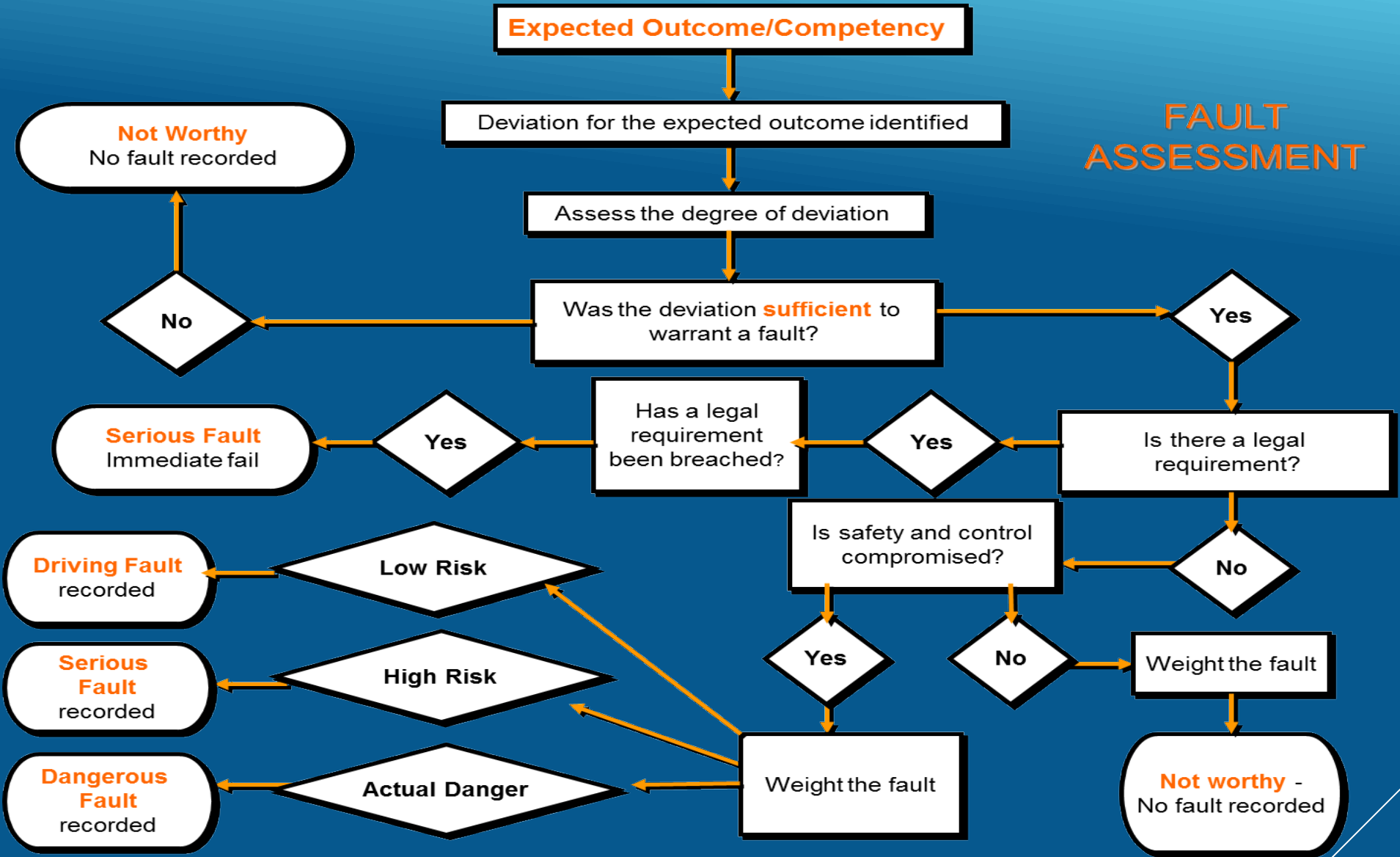
Each fault needs to be assessed individually

DO YOU KNOW YOUR MARKINGS?

Email for Driving Test Report Analysis

omi@dvsa.gov.uk

FAULT ASSESSMENT



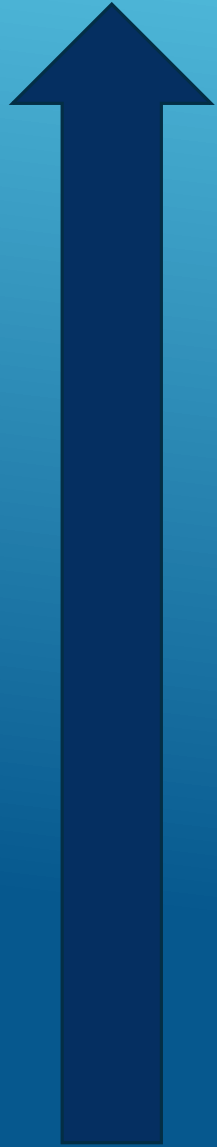
Weighting a fault

Ask yourself

How far from the defined outcome?

Was a legal requirement breached?

Was safety or control compromised?



➤ **Dangerous Fault**

Safety, control and /or legal requirement breached that would have caused actual danger

➤ **Serious Fault**

Significant deviation from the defined outcome with safety, control/or legal requirement breached

➤ **Driving Fault**

Sufficient deviation from the defined outcome, that does not compromise safety (low risk)

➤ **Not Worthy**

An insignificant deviation from the defined outcome that does not compromise safety or can be a matter of finesse

RULES & TOOLS FOR ASSESSMENT



1st Rule of Assessment

**Before recording a Serious Fault
ask yourself**



*If the driver has driven perfectly
before this situation and was to
drive perfectly after,*



*Would this fault and this fault
alone be enough for the driver
to fail?*

RULES & TOOLS FOR ASSESSMENT



The 16th Driver Fault



Before recording a Driver Fault, consider



If this was the 16th Driver Fault can I substantiate the fault and will I be able to justify it?



Food for thought



Will I remember it?



Can I debrief it?



How would I write this up if necessary?

RULES & TOOLS FOR ASSESSMENT

ANY
QUESTIONS
?

Thank you for listening

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