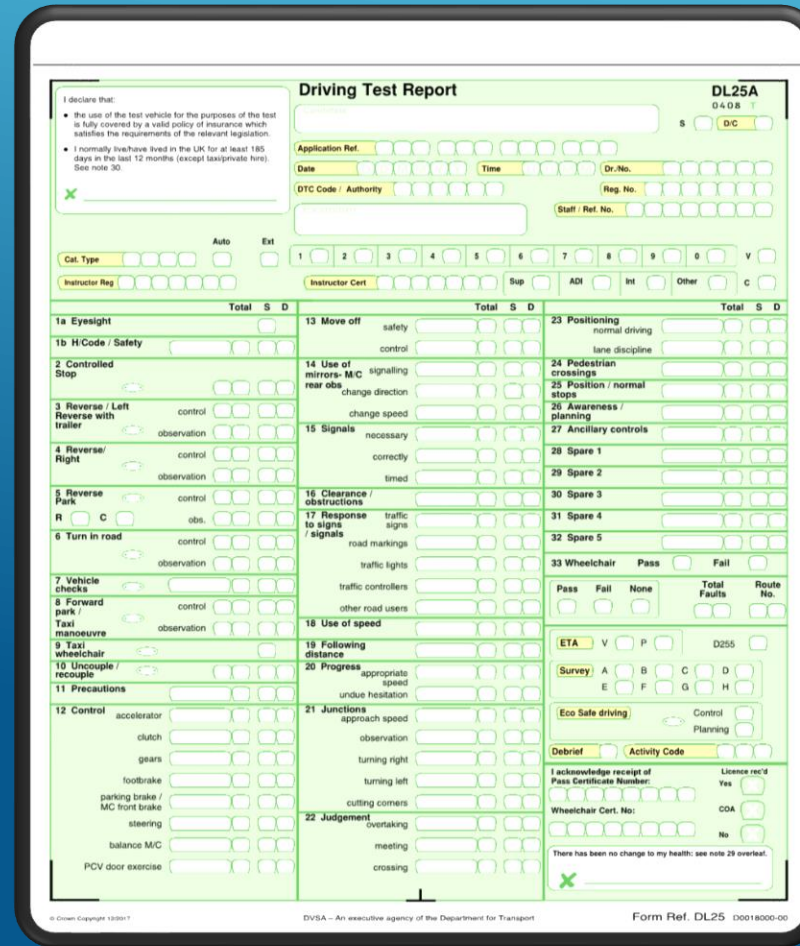


DL25 MARKING & ASSESSMENT



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, including a declaration, personal details, test details, and a grid for marking various driving tasks. The tasks are grouped into three columns: 1a-12, 13-18, and 19-33. Each task has a 'Total' score and sub-scores for 'S' (Satisfactory) and 'D' (Deficient). The form also includes a section for 'Eco Safe driving' and 'Debrief' information. The form is titled 'Driving Test Report' and 'DL25A 04.08'. The form is displayed on a tablet screen.

Driving Test Report DL25A 04.08

I declare that:
• the use of the test vehicle for the purposes of this test is fully covered by a valid policy of insurance which satisfies the requirements of the relevant legislation.
• I normally live/have lived in the UK for at least 185 days in the last 12 months (except taxi/private hire). See note 30.

Application Ref. _____ S D/C

Date _____ Time _____ Dr. No. _____
DTC Code / Authority _____ Reg. No. _____
Staff / Ref. No. _____

Auto Ext

Cal. Type _____ 1 _____ 2 _____ 3 _____ 4 _____ 5 _____ 6 _____ 7 _____ 8 _____ 9 _____ 0 _____ V _____

Instructor Reg. _____ Instructor Cert. _____ Sup. ADI Int Other C _____

Total		S	D	Total		S	D	Total		S	D
1a Eyesight				13 Move off	safety			23 Positioning	normal driving		
1b H/Code / Safety					control				lane discipline		
2 Controlled Stop				14 Use of mirrors- MC	signalling			24 Pedestrian crossings			
3 Reverse / Left Reverse with trailer	control			rear obs	change direction			25 Position / normal stops			
4 Reverse/ Right	control				change speed			26 Awareness / planning			
5 Reverse Park	control			15 Signals	necessary			27 Ancillary controls			
6 Turn in road	control				correctly			28 Spare 1			
7 Vehicle checks	control			16 Clearance / obstructions	timed			29 Spare 2			
8 Forward park / Taxi manoeuvre	control				traffic signs			30 Spare 3			
9 Taxi wheelchair	control			17 Response to signs / signals	road markings			31 Spare 4			
10 Uncouple / recouple	control				traffic lights			32 Spare 5			
11 Precautions	control				other road users			33 Wheelchair	Pass		Fall
12 Control	accelerator			18 Use of speed					Pass		Fall
	clutch								None		Total
	gears			19 Following distance							Faults
	footbrake			20 Progress	appropriate speed						Route No.
	parking brake / MC front brake				undue hesitation						
	steering			21 Junctions	approach speed						
	balance M/C				observation						
	PCV door exercise				turning right						
					turning left						
					cutting corners						
					22 Judgement						
					overtaking						
					meeting						
					crossing						

ETA V P D255

Survey A B C D
E F G H

Eco Safe driving Control Planning

Debrief Activity Code _____

I acknowledge receipt of Pass Certificate Number: _____ Licence rec'd Yes No

Wheelchair Cert. No: COA No

There has been no change to my health: see note 29 overleaf.

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DVSA - An executive agency of the Department for Transport
Form Ref. DL25 00018000-00

Lin Western Ex DVSA Examiner

ADINJC Head of Training

adinjc.org.uk

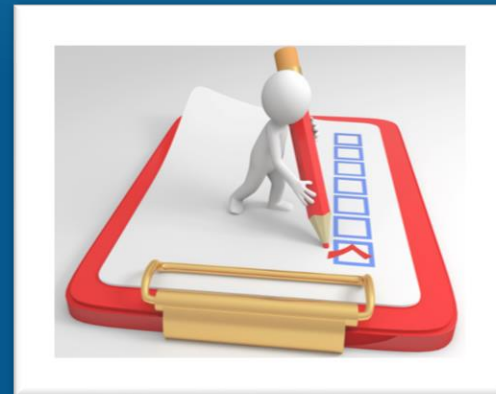
FINDING THE LOCATION

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

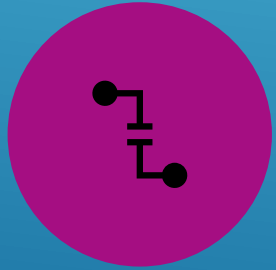
For example;

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

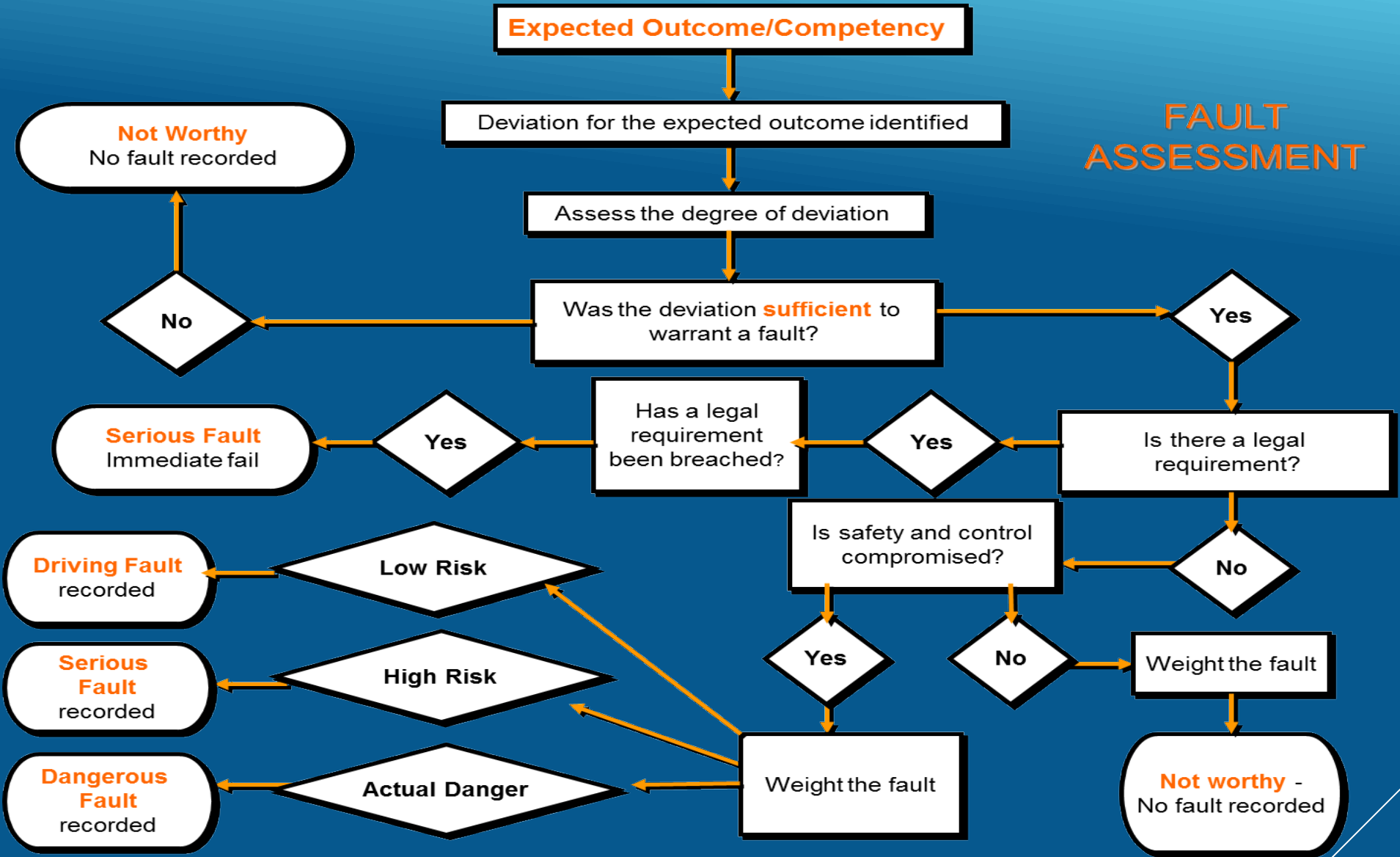
Each fault needs to be assessed individually

DO YOU KNOW YOUR MARKINGS?

Email for Driving Test Report Analysis

omi@dvsa.gov.uk

FAULT ASSESSMENT



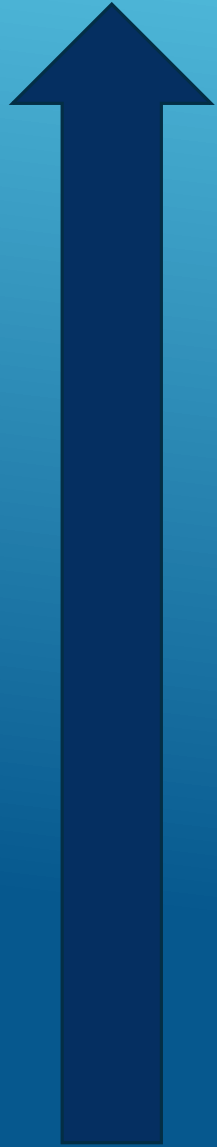
Weighting a fault

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

Lin Western

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