

G1 – Exit Road Test

1. Start

Unable to Locate / Adjust / Operate Safety Devices

An applicant for a driver's licence is **expected** to know the location, function and how to adjust and operate the **Safety Devices**. They are generally listed as:

- 1) Windshield wiper switch
- 2) Horn
- 3) Lights and dimmer switches
- 4) Turn signal switch
- 5) Ignition switch
- 6) Defroster switch
- 7) Sun visors

The examiner should ask the applicant to prove his/her knowledge of the location and operation of these items. Although **inability to locate or operate** any or all of these items carries only one minor error value, it may also indicate a lack of knowledge of other things.

Fails to observe – Uses Mirror Only

As a general rule, the applicant should first check to see if traffic conditions will allow the vehicle to move safely. This should be done by turning the head to ensure the intended movement will not conflict with other traffic. Use of mirrors should also be made but only to assist in the observing action. The examiner's responsibility is to let the applicant decide when the way is clear; **do not try to rush an applicant into heavy traffic.**

Fails to Signal / Improper Signal

The Highway Traffic Act requires a driver to **signal all changes of direction**, when other traffic is likely to be affected.

Electric turn signals are usually better than hand signals because they allow the driver to keep both hands free for steering. However, in the case of a car preparing to leave the left electric signal may not be seen by traffic approaching from the rear. This is one occasion when a hand signal, clearly given, provides better information for other drivers.

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The time to discontinue the hand signal would depend on all traffic conditions at the time. It should be emphasized that signals indicate intention only. They do not confer any right to the signaller who should not carry out any movement until he/she is satisfied that he/she can do so safely.

Incorrect Use Of: Clutch / Brake / Accelerator / Gears / Steering

Good co-ordination of thought and the use of hands and feet are essential for smooth correct operation of these devices. Inability to operate them will result in error being recorded.

Smooth position steering is one of the things the examiner will be looking for during the test. To accomplish this both hands should be on the steering wheel. Different experts advocate different positions. Some say the hands should be at 10 and 2 as on the clock face, others say 9 and 3, 11 and 5 or 8 and 4. The examiners accept all of these positions and expect the applicant to grasp the wheel with one hand on each side of the wheel with not less than 1/3 of the wheel between the hands. The examiners score if the hands are too close together, grasping the steering wheel spokes or if only one hand is used.

2. Backing

Fails to Look Around / to Rear Before / While Backing – Mirror only

This item requires that the applicant look repeatedly and in several directions to meet the needs of the various requirements of the backing manoeuvre. The examiner must also be watching traffic and assessing the effect its movement will have on the applicant throughout the entire backing manoeuvre.

Turnabout: Control / Steering Method / Observation / Vehicle Position

Generally speaking this manoeuvre is done only on off – street testing areas. It is a simple test of ability to turn the vehicle in a limited space. The manoeuvre is also known either as a broken 'U' turn or as a 3 point turn.

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Usually the examiner will ask the applicant to stop the vehicle in a suitable position and direct the applicant to turn the vehicle around. From then until completion of the manoeuvre the applicant should perform without further instructions.

Incorrect Use of: Clutch / Brake / Accelerator / Gears / Steering

The controls and remarks in parking also apply when backing

3. Driving Along

Follows or Passes too Closely / Cuts in too Soon

This item refers to following other vehicles too closely in traffic. This is difficult to assess and the examiner should take into consideration all other factors present at the time.

This also applies to passing too closely to parked or moving vehicles or pedestrians, or cutting in too soon after passing other vehicles.

Most applicants for driver licenses tend to drive below the legal limit and quite often below the speed of traffic flow.

Driving in the passing lane in these circumstances forces other drivers to reduce speed or to pass on the right. It is equally wrong for the applicant to constantly straddle two lanes or to stray over the centre line, or drive left of centre on an unmarked roadway.

Improper Choice of Lane / Straddles Lane / Unmarked Roadway

The basic rule about driving along is that slow moving traffic shall keep as close as possible to the right hand side of the highway¹.

¹ HTA 2011 - Section 147, page 192

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Fails to Check Blind Spot / Observe Properly

At all times when the vehicle is in motion, the examiner must be watching all traffic, and assessing the effects its movements will have on the applicant's progress. Mark any apparent neglect to observe or observe properly or compensate for movement of other traffic or sudden changes of direction by the applicant which may conflict with other vehicles.

The applicant should:

- 1) Make brief glances in the rear-view mirror at frequent intervals.
- 2) Know via the mirror if there is other traffic close behind or about to pass.
- 3) Take the added precaution of quickly checking over shoulder before moving to either side as for lane changing.

Despite the wide vision allowed by modern cars this additional check is a safe driving practice.

Lane Change Signal: Wrong / Early / Late / Not Given / Not Cancelled

Although the Highway Traffic Act requires signals only when other traffic is directly affected, signalling all changes of direction is desirable. In this case the signal informs other road users of the intention to change from one traffic lane to another. The mere fact of signalling does not give the right to carry out the intention until the movement can be made safely and without inconvenience to others. If the proper instructions are given at the start of the test, the applicant should signal all changes of direction.

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Right of Way Observance: Pedestrian / Self / Other Vehicles

The basis for correct giving or taking of the right of way is laid down in the Highway Traffic Act². Most often applicants tend to be overly cautious which results in unnecessary stops and failure to recognize their right of way when yielded by others. Failure to yield or use caution sometimes is the result of lack of understanding, or knowledge of this fundamental rule.

Fails to Use Caution or Obey: Pedestrian Cross-Over / School Crossing / Emergency Vehicle

With the density and speed of modern traffic, it has become necessary to provide places where pedestrians may safely cross busy streets. Pedestrian crossovers are indicated by painted lines on the pavement and by signs. They may be located either at an intersection or anywhere between intersections.

The behaviour of the pedestrians using these crossovers sometimes causes driver's great concern. Drivers should keep in mind that many pedestrians have difficulty in assessing the speed of approaching vehicles. In most cases the onus for the safety of the pedestrian lines with the driver who should exercise great care when approaching these crossovers.

An applicant commits a traffic violation for:

- 1) Failing to allow free passage to pedestrian on a crossover.
- 2) Passing another vehicle which has stopped for a pedestrian.
- 3) Passing another vehicle within 30 meters (100 feet) of the approach to a crossover.

² HTA 2011 - Section 135 to 140, pages 180 & 181

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School crossing areas, together with school crossing guards are in use today in many municipalities. The school crossing guard is authorized under the Highway Traffic Act³ to stop traffic to afford safe passage of children across the street. It goes without saying that it is the responsibility of every driver to use extreme caution, in areas where children are crossing or in any areas where school children frequent, such as school zones, or school bus loading zones.

The approach of an emergency vehicle requires the driver to take special precaution to afford this type of vehicle safe and expedient passage. When this type of vehicle approaches, the Highway Traffic Act⁴ requires the driver to pull to the nearest practicable curb and bring the vehicle to a stand still, and remain there till the emergency vehicle has passed.

Speed: Too Fast / Too Slow for Conditions / Impedes Traffic

One of the prerequisites of a good driver is the readiness to adjust speed to all conditions. This includes weather, road and traffic volume. The applicant should neither drive too slowly as to impede other traffic nor exceed the normal speed at which other traffic is moving.

Incorrect Use Of: Clutch / Brake / Accelerator / Gears / Steering / Safety Devices

The use of controls in this manoeuvre stresses steering with no tendency to weave from lane to lane. Braking, when necessary should also be smooth without recourse to any abrupt application of the brakes.

The applicant should also be aware of when safety devices, such as defroster, or windshield wipers are required, and be able to actuate these devices.

³ HTA 2011 - Section 176, page 210

⁴ HTA 2011 - Section 159.1, page 198

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4. Intersections / R. R. Crossing

Fails to Observe Properly / Controlled / Uncontrolled Intersection

In scoring the items under this heading, another symbol is used by examiners. It is a capital 'R' to show errors at Railroad Crossings. Because errors at such places often have more serious consequences, none are scored as minor where intersections have poor sight distance because of the landscape, buildings, etc. the applicant should adjust the speed to ensure good observance. Where good sight distance is available, the applicant should be taking in details of any cross traffic, first by liking left, then right, then left again.

Fails to Obey Signs or Signals / Pavement Markings

In this case, signs mean any highway sign, or fixed sign authorized for use at railway crossings, and hand signs used by school crossing guard or monitors or by a railroad flagmen. Signals men any automatic or manually operated traffic signal, any flashing yellow, red or green signal light at an intersection or railroad crossing and the signals of police officers engaged in traffic control. The signals themselves do not provide safety. Only through obedience to their requirements by all road users can safety by achieved.

In the case of the railroad crossings, the Highway Traffic Act stipulates the stopping position when signals or a flagman warn of an approaching train⁵. This position is not less than 5 metres (15 feet) from the nearest rail. Once having stopped, it is permissible to proceed if it can be done safely.

Turn lanes at intersections are often identified by arrows painted on the roadway to indicate proper driver position on the roadway to execute the turn. A good driver should be aware of these lane markings and obey them⁶.

⁵ HTA 2011 - Section 163, page 199

⁶ HTA 2011 - Section 182, page 212

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Late in Slowing / Stopping / Slows too soon

Intersections provide more possibilities of hazardous conflict than most other parts of the driving task. For this reason, it is essential that all vehicle drivers approach them at speeds suitable to the conditions that can be seen and coped with. Where vision is obstructed and cross traffic cannot be seen, added precautions must be taken to avoid conflict. Suitable speed cannot be quoted in metres (miles) per hour that would exactly fit every intersection. Generally speaking, when speed has to be reduced, the speed should be lowest just before entering the first crosswalk. It should be slow enough that the driver can stop if necessary to allow pedestrians to cross in front of him/her or if there are not pedestrians, to allow cross traffic to flow without hindrance. However, drivers are not expected to drive too slowly or stop prematurely, as to interfere with the normal movement of other traffic. Too often, drivers approach intersections much too fast. They have every intention of slowing or stopping but the intention not known or obvious to others who are obliged to take defensive action and so cause confusion.

Most intersections should be approached with the foot off the accelerator and either on or poised over the brake pedal in preparation for a stop if necessary.

Stopping Position: Too Soon or Blocks Crosswalk / Intersection

Crosswalks are provided for the use of pedestrians and should not be blocked. Where there are traffic lights or stop signs the Highway Traffic Act states the correct stopping positions. These are described and illustrated clearly and simply in the Driver's handbook. The three stopping positions are:

- 1) Before crossing a clearly marked stop line; or
- 2) Before entering a crosswalk; or
- 3) Before entering the through street or highway.

Neglect of these requirements will be **scored by the examiner**.

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The examiner **will not score** if, after having stopped correctly, the applicant moves forward but is obliged to stop again for traffic conditions and in doing so, blocks the crosswalk.

Blocking intersections can come about for many reasons, some of which can be attributed to lack of competence or foresight on the part of the applicant. In other cases the applicant may find himself/herself blocking an intersection through lack of competence in another road user. In this as in all things, the examiner will be aware of all the circumstances and will or will not score accordingly.

Right-of-Way Observance: Pedestrian / Self / Other Vehicle

The basis for correct giving or taking of the right of way at intersection is laid down in the Highway Traffic Act. It is when two vehicles approach an uncontrolled intersection about the same time the driver on the left shall yield to the driver on the right. The basic rule changes by placing a stop or yield sign on one or more of the roads at an intersection. The signs require some drivers to stop or yield the right of way to others.

More often applicants tend to be overcautious resulting in unnecessary stops and failure to recognize their right of way when yielded by others. This often results in impeding the normal movement of other traffic. Failure to yield or use caution sometimes is the result of lack of understanding of this fundamental rule.

5. Turns

Signalling: Wrong / Early / Late / Not Given / Not Cancelled

On multi-lane streets or highways this item may serve a double purpose. First of all the signal may be for a lane change and then for the turn. Many drivers suggest that the position of their vehicle is a clear indication of their intentions this reasoning might be acceptable by experienced drivers but there is no way of knowing how much experience the other road users might have. The signal given by the applicant must be the correct one; it must be a clear indication of intention, given in ample time and visible to all other road users who might be affected by intended action. The mere fact of signalling does not confer any rights. After the turn a check should be made to see that signal is cancelled.

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Fails to Get into Proper Position / Lane / Late into Lane / Late into Position

On multi-lane streets it is essential that the applicant selects the correct lane or position from which to begin turning. Sometimes these lanes are marked by painted arrows or instructions on the pavement for the exclusive use of turning vehicles. Sometimes overhead signs or lights may be used as turning lane markers. The examiner will assess traffic condition and give clear directions early enough for the applicant to understand and act correctly. If an unexpected hazardous traffic situation builds up, the examiner should be aware of it and if necessary cancel the instruction to turn and give new directions.

Right of Way observance: Pedestrian / Self / Position / Other Vehicles

All that was stated earlier about right-of-way applies to a turning vehicle. When making turns, there are additional things to think about. In most situations, turning vehicles must yield. The traffic signal lights may have flashing green lights or arrow before or after the main phase. During the flashing period the main opposing traffic streams are stopped to the advantage of turning vehicles. Similarly green arrows may appear at the same time as red lights and serve the same purpose.

In addition to vehicular traffic, the applicant in city and town areas may have to consider pedestrians before entering the intersection and before leaving it. A common error made by some drivers is to attempt to begin their left turns in front of opposing traffic. This often results in traffic congestion because the driver is obliged to stop to allow pedestrians to cross the street being entered. For the duration of this stop, he/she has obstructed one or two lanes of traffic. This is inconsiderate and should be marked.

Another common error committed by drivers making left turns is entering the intersection and beginning to turn left, they creep far enough forward so that one lane of opposing traffic is compelled to stop. On multi-lane streets the driver behaving in this manner is often a serious danger to himself/herself and others. Vision to the right (from which direction conflicting traffic is now approaching) is obstructed.

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Similarly the vehicle may not be visible to others coming from that direction. In these conditions, it is unsafe to move forward and often the driver has to wait until a signal light change alters the direction of traffic flow. At this point the drivers who have been obliged to stop are in the comparatively dangerous situation of having to clear the intersection and in so doing obstruct other traffic.

A left turn from a one-way street to a one-way street is permitted on a red light, provided the driver stops first and does not interfere with pedestrian or other traffic. If an applicant does not exercise this option while on a test, the error should be noted on the score sheet.

Turns Too Wide – Enters Wrong Lane

In making turns at intersections, it is essential that applicants follow a reasonably correct path so that other traffic is not interfered with. Right turns are comparatively simple. The applicant should be in the right hand lane on the approach to the intersection. It is always necessary to reduce speed on the speed should be reached just before entering the first crosswalk and this should be slow enough to allow the applicant to stop easily if necessary for pedestrians and cross traffic. The applicant should then slightly increase speed and begin to turn just after entering the first crosswalk. The car should be as close as possible to the right curb and the turn completed as close as possible to the right hand side. Sometimes parked vehicles close to the intersection do not allow the driver to keep close to the right.

When this happens, the examiner will make allowances for these circumstances. Turning right, in front of a bus that is stopped to pick up or drop off passengers is dangerous and is in most circumstances illegal. Swinging out to the left before making a right turn may confuse following drivers who may then attempt to pass on the right side.

In making left turns, the applicant must give consideration to the width of the intersection. All that has been previously mentioned about speed, pedestrians and cross traffic must be considered. In addition, the applicant must also consider and yield to through traffic from the opposite direction except at unusually complicated intersections the correct path to be followed is:

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- a) begin the approach close to and on the right of the centre line
- b) continue straight out into the intersection until the front of the vehicle is about 4.5 metres (15 feet) from the exact center of the intersection
- c) turn the steering wheel to the left

The method should enable the applicant to complete the turn close to and on the right of the center line of the street being entered. After straightening out, he/she should check the mirror and blind spot over the right shoulder, signal and move over to the farthest right hand lane which is clear of traffic or parked vehicles.

Wide turns usually follow after:

- 1) approach made too far to the right of center-line or from the wrong lane
- 2) vehicle moving too far into the intersection before beginning the turn, and
- 3) applicants neglecting to turn the steering wheel at the correct time

Excessive speed may also be a factor in this. It will also be found that drivers used to driving large commercial vehicles invariably make wide turns.

Cuts Corners – Enters Wrong Lane

All that has been mentioned in connection with wide turns equally applies for this item. If the turning method outlined is used, applicants will have not difficulty in avoiding out corners. Cut corners usually follow after:

- 1) Left turn approach made over the center line,
- 2) Vehicle not moving far enough into wide intersections before beginning to turn,
- 3) Applicants beginning to turn the steering wheel too early or too quickly, or
- 4) Hurrying to make left turns in front of traffic from the opposite direction.

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Note: All left turns made from and to on-way streets require a different method. To turn left from a one-way to a one-way street, the approach and completion of the turn should be close to the left hand curb. To turn left from a one-way street to a two-way street, the approach should be close to the left hand curb. After checking for cross traffic, drive straight into the intersection until about 4.5 metres (15 feet) before the center line, then begin to turn left. This method should enable the applicant to complete the turn close to and on the right of the center line. To turn left from a two-way street to a one-way street, the approach to the intersection should be close to and on the right of the center line. Turn left immediately on entering the traveled portion of the street being entered and complete the turn as close as possible to the left side of the street.

Steering: Method / Control / Recovery

Satisfactory steering is particularly essential on turns. The most commonly recommended method is the hand-over-hand one for turning the steering wheel. The important thing is that the steering must be smooth and positive, whatever method is used. Applicants should be marked for palming the steering wheel and holding or turning by using the steering wheel spokes. After completing the turns, it is usual to relax the grip on the steering wheel and allow it to spin back to the straight ahead position while slipping through the driver's hand. With power steering, it becomes necessary for the applicant to turn the steering wheel back to recover the vehicle from the turn. Poor recovery is a major error and indicates that the applicant is over steering by habit. Experience and circumstances will tell the examiner when the steering wheel control is satisfactory.

Speed: Too Fast / Too Slow / Enter / Leave / Impedes

Speed is critical factor when making turns. The turning movement requires careful co-ordination of speed and steering to maintain the correct turning arc. Applicants who are insufficiently prepared, sometimes drive too slowly in an effort to make up for their lack of steering skill, the applicant should neither drive too slowly as to impede other traffic, nor exceed the normal speed at which traffic is moving. Others may, through overconfidence or misjudgement, enter or leave a turn much too fast. The examiner will in each case score according to circumstances.

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Incorrect use Of: Clutch / Brake / Accelerator / Gears

Traffic engineers have calculated that in crossing or turning at a busy intersection, the average driver has to assess and cope with over 100 potential points of conflict. It is, therefore, common sense that such things as gear changing, signalling and adjusting speed should be eliminated before entering the intersection so that full attention can be given to the points of conflict in the intersection. The examiner will score such things as late braking and late gear changes, whether or not these things could have been done to a better advantage either earlier or later. He/She will, of course, also score for stalling the engine and excessive acceleration. Make allowance for all the traffic conditions before and during the turns.

6. Parking

Fails to Observe – Uses Mirror Only / Backing / Leaving

In this test, it is only necessary that reasonable skill is shown in placing the car within a limited space. When parallel parking, select a space longer than the normal size allowed at a parking meter. Knowledge of what to do and how, is more important than precise measurements of the final result. This item requires the applicant to look repeatedly and in several directions to meet the needs of the various requirements of the complete parking manoeuvre.

On the street, the examiner selects the parking place and directs the applicant who, when receiving directions, should check traffic and act accordingly to begin the parking task in safety. It is necessary to ensure the space is completely open, legal & free and that sufficient distance is available for the manoeuvre. Stopping position in relation to the vehicle ahead of the vacant space is very important with the vehicle being about half metre apart and parallel. Before starting to park, a check must be made of traffic in both directions. The decision to proceed or wait must be made depending upon street space available and prevailing conditions. Reverse gear must be selected and the applicant must continuously monitor the position of the test car, as well as other vehicles that could cause the manoeuvre to be discontinued.

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When the test vehicle reaches an angle of 45 degree to the curb, it becomes necessary to steer to the left. At this point it is necessary to take note of the position of the left rear fender of the stationary vehicle in relation to the right side and/or front of the test vehicle. The position of the two vehicles must ensure no contact will be made between them. When sure these vehicles have proper clearance, attention must go to the rear for distance from the curb. The applicant must then direct attention forward and must center the test vehicle in the parking space. The correct procedure is to look directly to the area concerned wherever possible and the mirrors are to be used only when there are not reasonable alternatives.

Hits: Objects / Other Vehicles or Climbs Curbs

Objects may include marker poles on off-street testing areas, and lamp posts, parking meters, hydro poles, fire hydrants and trees.

Light contact with these or with other vehicles is not scored except when it is repeated to signify lack of skill or reasonable care. A hard bump will be scored and if damage results, this may mean disqualification of the applicant.

On the streets it may be considered incompetence if front and rear wheels mount a curb of normal height (6 to 8 inches) and car completely blocks the sidewalk.

On off-street testing areas when one wheel goes over the curb, the test is usually ended. To avoid causing damage to the car, the examiner will supply wooden wedges to the accompanying driver to assist him/her in freeing the car from the curb.

Incorrect Vehicle Position

This refers to uneven spacing to the front and rear or to the applicant's car being at an angle to the curb or to the car being parked more than two feet from the curb. The examiner must use discretion in scoring this and may ask the applicant to make another attempt at the complete manoeuvre. If another attempt is necessary, it is better to repeat manoeuvre at a new location if possible.

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Fails to Signal When leaving / Incorrect Signal

When the applicant is directed to leave the parking space, he/she is required to meet all the requirements of “starting”, including the proper signal, etc.

Incorrect Use Of: Clutch / Brake / Accelerator / Gears / Steering

The controls and remarks applied to starting from the curb also apply here, however steering and speed assume a more critical role.

If an applicant keeps the car speed at the minimum, this will allow more time to perform properly and/or to correct any steering errors that may have been made. Any speed, faster than waling speed, may create difficulties and should be scored.

7. Stop, Park and Start on Grade

In this manoeuvre the examiner will direct the applicant’s attention to a suitable place; normally on an upgrade (a downgrade is acceptable but not as suitable). The vehicle should be parked as though it is to be left unattended. Some discretion will be given to the applicant in choosing the precise location.

Fails to Observe / Uses Mirror Only / and/or ignal Before Leaving

As a general rule, the applicant should first check to see if traffic conditions will allow the vehicle to move safely. This should be done by turning the head to ensure the intended movement will not conflict with other traffic. Use of mirrors should also be made but only to assist in the observing action. The examiner’s responsibility is to let the applicant decide when the way is clear. Do not try to rush an applicant into heavy traffic.

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The Highway Traffic Act requires a driver to signal all changes of direction, when other traffic is likely to be affected.

Electric turn signals are usually better than hand signals because they allow the driver to keep both hands free for steering.

However, in the case of a car preparing to leave the curb from a row of parked cars, the left electric signal may not be seen by traffic approaching from the rear. This is one occasion when a hand signal, clearly given, provides better information for other drivers. The time to discontinue the hand signal would depend on all traffic conditions at the time.

It should be emphasized that signals indicate intention only. They do not confer any right to the signaller who should not carry out any movement until he/she is satisfied that he/she can do so safely.

Rolls Back When Parking or Starting

After the vehicle has been brought to a standstill beside the curb, and the applicant lets it roll back to set the wheels against the curb, we only mark roll-back if it is more than a reasonable distance for safety. However, when starting away from the curb or from a stop on an upgrade, the vehicle should not be permitted to roll back. If it does, we assess a minor error for roll-back of about one foot and a major error if it's more than a reasonable distance for safety.

Fails to Angle Wheels Properly

If the curb is high enough to provide a means of preventing the car from running away, the front wheels should be turned to the left and the car allowed to roll back slowly so as to set the wheels against the curb. When parking on the left side of a one way street on a grade, the wheels should be turned to the right. This manoeuvre applies to parking on an upgrade. If there is not curb or if the curb is too low to prevent the car from running away, or the car is parked on a downgrade, the wheels should be turned to the right. When parking on the left side of a one way street on a downgrade, the wheels should be turned to the left.

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Select proper Gear

The Highway Traffic Act requires all motor vehicles to have a parking brake in good working order. The parking brake should be set firmly in the “ON” position.

The gear selector should be placed in the park position if the vehicle is equipped with an automatic transmission. If standard transmission is used, it should be placed in either reverse or low gear depending on whether the vehicle is parked on an upgrade or downgrade.

Incorrect Use of: Clutch / Brake / Accelerator / Gears / Steering

The controls referred to here are identical with those mentioned in earlier manoeuvre. The remarks also apply to a slightly increased degree because starting on a grade requires more precise co-ordination of mind, hands and feet.