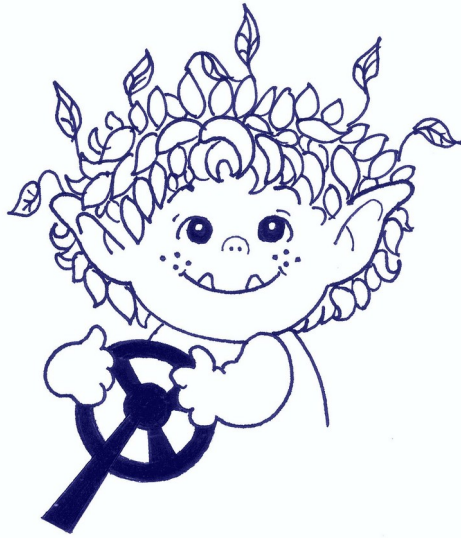


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CHECKLIST PRACTICAL TEST

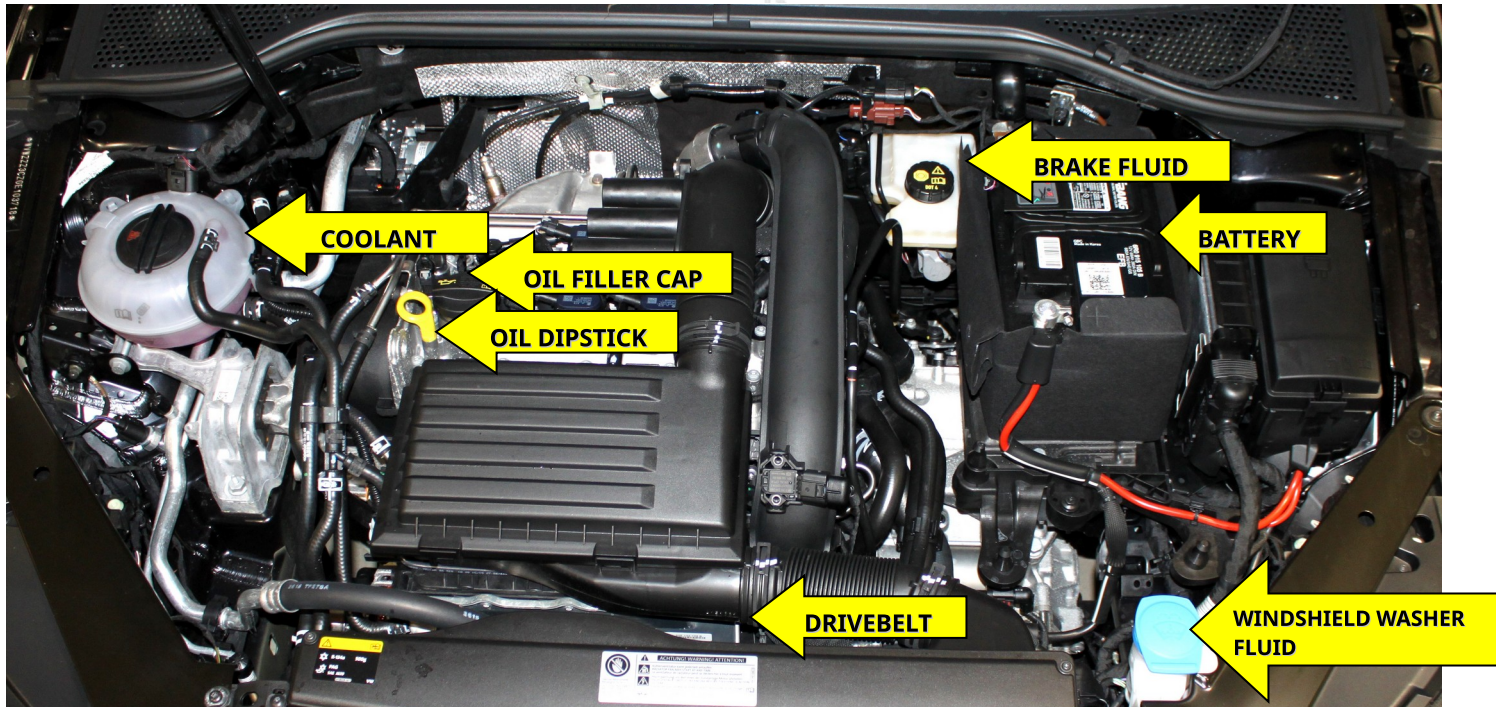
When you have a driving test remember to bring the following identical papers:

Application form (P23). Your driving instructors signed and stamped copy of your lesson plan which are stamped all the relevant points. Your passport and possibly your birth certificate. If you have a residence permit or a previous issued driving license or an ATN course certificate you have to bring them too.




The following is a description of the safety issues which you have to know and be able to control before a practical driving test. It's all something you've reviewed in your theoretical training but with the practical test you HAVE to designate and control the individual parts. I won't be present and the officer is not allowed to help in any way. If you're not able to implement the technique you won't be able to drive.

Engine Compartment:



Cleanliness is a virtue... A clean engine compartment makes it easier to spot a leak !!!

- | | | |
|-----------------------------|---|---|
| Brake Fluid: | The level should be between Min. Og Max. |  |
| Coolant: | The level should be between Min. Og Max. | |
| Washer Fluid: | The level should be sufficient to the next drive. | |
| Engine Oil: | The level should be between Min. Og Max.
<i>You must make the check when the engine is cold and the car is on a flat</i> | |
| Powersteering Fluid: | The level should be between Min. Og Max.
<i>The car have Electric Servo, Cannot be controlled, see icon on</i> | |



Means that fixing it immediately is enough



Means that it must be fixed by a repairshop

Load-Bearing - Tires & Shock Absorbers:

All tires must be of the same size and type (except for the spare tire) i.e. Radialtires, Diagonaltires, Summertires, Winthertires (M&S) (The type is indicated on the sidewall af the tire) Directional tires must be mounted in the correct rolling direction. (*The direction arrow can be seen on the tire sidewall, same as Inside/Outside*)

Tirepressure must follow the car manufacturer's instructions. (Tirepressure info can be found in the car's manual, or on the door post,) Tread depth must be atleast 1,6 mm in the main tread. This is chekked using the tread wear indicators. Its small rubber ridges in the maintread, a little symbol on the sidewall indicateting the posision of the wear indicators. If the tread is worn down to the same

level as the indicator, there is less than 1,6 mm left. Tyres and wheels must be free from damage, i.e. no cracks, bulges, holes or other forms of damages.

Shock absorbers – Must work on all wheels, so the car immediately settles down after being strongly pushed down.

Lights, Reflectors and Horns:

All lights and reflectors must be intact, clean and functioning..

<u>Position light:</u>	2 stk. front, of the same color. It must be visible at a distance of 300 meters without dazzling.
<u>Lowbeam:</u>	2 stk. in front, with a single white or yellowish light, in pairs of the same strength and color, it must not dazzle, and the upper edge of the light border must fall 1 cm/m. It must also be able to illuminate the road for at least 30 meters and be asymmetrical (right-symmetrical).
<u>Highbeam:</u>	2 stk. front, with a single white or yellowish light, in pairs of the same strength and color, which must illuminate the road for at least 100 meters, and a control lamp that must light up blue on the instrument panel when the high beam is on. The high beam may dazzle. Can only be turned on when the light switch is in the low beam position.
<u>Backlight:</u>	2 stk. must be red and visible from a distance of at least 300 meters without dazzling.
<u>Breaklight:</u>	3 stk. should be red and significantly brighter than the taillights, about 3.5 times brighter. When checking the brake light, REMEMBER you watch and someone else step on the pedal.
<u>License plate light:</u>	must have white light that illuminates the license plate so that it can be clearly read from a distance of at least 20 meters.
<u>Indicatorlight:</u>	6 stk. They must be visible in all weather conditions (including bright sunshine) and flash at a rate of 1 to 2 times per second. A warning light must be on the instrument panel.
<u>Hazardlight:</u>	When activated, all 6 turn signals should flash at the same time. (The switch should be marked with a red triangle)
<u>Reflexes:</u>	At least 2 red reflectors at the rear of the car must be approved. They must not be triangular (triangular reflectors are reserved for trailers).
<u>Horn:</u>	should have a clear and constant tone.

Steering:

The steering must be able to function:

- Easy – must be able to operate with one hand
- Safe – that it is checked, for example in the form of an inspection and any errors rectified

- Fast – that both wheels follow the movement precisely (no steering wheel play)

You must check:

- That, as previously described, the fluid level in the power steering fluid reservoir is between the min. and max. marks.
- That there is no play in the steering wheel, i.e. that the wheels immediately follow the movement of the steering wheel. *(This is checked with the engine running, because the power steering works when the engine is started. Get out of the car and look down at the left front wheel while turning the steering wheel slightly from side to side. Check that the wheel follows exactly. If you can turn the steering wheel without the wheel following, this is a sign of play in the steering wheel. – Have a helper turn the steering wheel when checking the right front wheel).*

Breaks:

The car has a dual-circuit braking system (service and emergency brake) and is equipped with ABS (anti-lock braking system).

- You must make sure that the ABS indicator light goes out shortly after starting the engine.
- The service brake must work on all wheels (4 pcs.) and be able to brake the car safely, quickly and effectively at all speeds and loads.
- The parking brake (mechanical) must be able to hold the car on a slope.
- The emergency brake is one circuit of our dual-circuit braking system.

You must check:

- That the brake pedal has a rough, non-slip rubber surface.
- That the brake pedal can be pressed no more than halfway down with constant pressure. (further down is a sign of a fault in one of the circuits)
- That the pedal feels hard, firm and does not sink when pressed.
- That the brake vacuum booster is working. You must pump the pedal 5-6 times, after which the pedal should become hard. Hold the pedal down and start the engine. The pedal should now sink slightly, this confirms that the booster is working.
- That, as previously described, the brake fluid reservoir fluid level is between the min. and max. marks.

Exhaust:

The exhaust system must be tight. This can be checked by placing a cloth on the rear muffler and making sure that pressure is created – or the engine stops completely. If nothing happens, it is a sign of a leak in the system. When the engine is accelerated, the noise should come from the engine. If the noise comes from underneath the car, the exhaust system is leaking.

The exhaust pipe must be secured in brackets and straps, feel carefully. Be careful, the exhaust pipe is dirty and can be hot. Wear gloves.

Exhaust smoke:

Blue smoke: Too much oil in the engine: Black smoke: Too poor combustion. Optimal: Invisible smoke.

Car warning and indicator lights:

You need to know where the switches are for;

Wipers, washer fluid, electric rear window and fans. Switches for high beam, turn signals, hazard warning lights, position lights, low beam and horn.

Also, warning lights for;
airbag, door lock, parking brake, ABS brakes, oil pressure, temperature gauge, electrical
current & brake system fault.

A few tips for your driving test:

Orientation, there is only one correct way: mirror, mirror and shoulder.

Always orient yourself before you blink, and before you turn - when starting and stopping - before you drive around an obstacle in your own lane - when merging and changing lanes.

Look ahead approx. 200 m so that you can see signs, lights and markings on the roadway, etc., and at the same time have time to react correctly.

Drive the car comfortably, give yourself time to operate the car. Gear selection, engagement and gas as well as calmer and more precise steering wheel turns.

Positioning on the roadway must be planned based on the conditions you encounter on your road, this will very often mean the lane furthest to the right, but not always...

Always remember to keep a good distance from the car in front and a good side distance from parked cars and bicycles, if you are in doubt about whether there is space, then BRAKE.

Good safety orientation (mirror - mirror - shoulder) before starting, merging, changing lanes and turning.

Listen and act immediately, as soon as you have been told which way to go, then position yourself appropriately.

Drive briskly and quickly, no one wants to see "grandmother driving", which means that you must drive at the highest permitted and safe speed. That is, drive 80 when entering the main road and drive 80 when leaving the main road.

Approaching an intersection, orientation - slow down - position - gear selection.

Left turn at an intersection, thorough orientation - position as far to the left as possible (one-way street all the way to the left sidewalk) - hold back for oncoming traffic - do not be a nuisance - after turning, you always land on the right sidewalk (unless you are told otherwise)

Right turns at intersections, thorough orientation - close off for bicycles and mopeds - there is only a cycle path if there is an unbroken edge line.

Roundabouts, always orientation and signal at the road before the one you are going to exit.

Parking, slow driving - thorough orientation (when stopping and starting) - signaling.

Disadvantage, landing across a cycle path/pedestrian crossing - leave room for oncoming traffic when exiting a narrow street - orientation and signal when changing lanes (change in good time so you don't get caught in) - drive slowly when turning and quickly straight ahead.

Right-of-way, right-of-way (where you are not told otherwise) - pedestrians in the oncoming lane - when meeting oncoming traffic and the obstacle is in your own lane - no entry signs! - hold off oncoming traffic when exiting a one-way street (cyclists going straight ahead) - red signal at a railway crossing