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Modification details:

Version 6.0. repeals the Finnish Transport and Communications Agency's instruction Driving test and handling test for the driving examination (TRAFICOM/194454/03.04.03.01/2020) which came into effect 1 June 2020.

Scope of application:

Driving test and handling test for the driving examination

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1 Test of driving skills and driving technique

In this instruction document, the Finnish Transport and Communications Agency issues more detailed instructions for completing driving tests as part of driving examinations.

The provisions of Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences as well as the Driving Licence Act (386/2011) and the statutes and regulations on driving tests issued by virtue of it shall be complied with in a driving test.

The objective of the driving test is to ensure that the person applying for a driving licence, or the candidate, is a responsible driver who takes into account safety, a sociable attitude and an ecological driving technique. The candidate must be able to identify hazards and assess risks as well as their own behaviour and its effects on traffic safety.

By the candidate's consent, their driving instructor and, if necessary, an interpreter may attend the test. The examiner has the right to remove such a person from the vehicle used in the examination who disturbs the examination or clearly tries to influence the performance of the person applying for a driving licence. A representative of the authority supervising driving instruction or examinations has the right to monitor a driving test whenever this is deemed necessary.

While the candidate is the driver of the vehicle and responsible for driving during the test, the examiner must make every attempt to prevent any accidents while the test is in progress.

Age limits for being admitted to the driving test are laid down in section 5 of the Driving Licence Act.

2 Duration and time allocation of a driving test

Category	Minimum total driving test duration	Minimum time of driving in traffic
B, C1, C, D1, D	60 min.	45 min.
AM/121, B/96	45 min.	30 min.
A1, A2, A	50 min.	25 min.
BE	60 min	30 min
C1E, CE, D1E, DE	75 min.	45 min.

The total duration of the driving test includes an initial discussion, the preparation of the vehicle and technical traffic safety checks, any handling tasks, driving in traffic and a feedback discussion. In A categories and categories BE, C1E, CE, D1E and DE, the total duration of the test also includes a handling test. Special traffic safety measures that are part of the driving test are included in the time allocation for driving in traffic.

3 Vehicle type

Provisions on the requirements applicable to a vehicle used in a driving test are contained in the Directive on driving licences, the Driving Licence Act and the Government Decree on Driving Licences (423/2011).

The use of driver assistance systems in the vehicle is permitted. The candidate must be familiar with the way the assistance systems of the vehicle used in the examination work and know how to use them correctly.

4 Equipment

For the driving and handling test for categories A1, A2 and A, the driver must have the following compulsory equipment:

- road-use approved crash helmet properly fastened, as well as goggles if the helmet does not have a visor;
- motorcyclists' riding trousers intended for road use and fitted with knee protectors;
- motorcyclists' riding jacket intended for road use and fitted with elbow and shoulder protectors;
- motorcyclists' gloves intended for road use and fitted with protectors; and
- motorcycling riding boots.

A riding overall is acceptable for the driving test if it meets the requirements stipulated for riding jackets and trousers. Any deficiencies in the equipment (for example abrasions, tears) may not affect the safety of the equipment. The protectors required must be fitted to the equipment during the driving test. Use of the appropriate equipment is a requirement for taking the test.

For the handling test for category AM/120, the driver must have the following compulsory equipment:

- road-use approved crash helmet properly fastened, as well as goggles if the helmet does not have a visor;
- protective, safety-enhancing:
 - o jacket which must be long-sleeved and of a material that is of abrasion resistant
 - o trousers which must have full-length legs, be intact and made of an abrasion resistant material
 - o footwear which must be sturdy and closed
 - o gloves that must be protective, undamaged and made of abrasion resistant material.

The driver must have the equipment listed above also when taking an AM/121 category driving test if the test is taken using a vehicle that does not have a fixed body structure. Use of the appropriate equipment is a requirement for taking the test.

5 Use of an interpreter during a driving test

If the candidate's mother tongue is other than Finnish, Swedish or English and they do not have sufficient skills in any of these languages, an interpreter may be used when taking the driving test.

The candidate taking the test is responsible for any costs resulting from using an interpreter.

An interpreter can translate only the examiner's instructions during the test as well as instructions on what to do and the route to take. The interpreter's possibilities of influencing the driving performance should be minimised. If the examiner has a reason to suspect unprofessional behaviour (advice, giving signs) on the part of the interpreter, the examiner should give a warning and if the situation continues the interpreter should be excluded from the driving test.

The candidate may finish the test without an interpreter.

6 Initial discussion

The objective of the initial discussion is to ensure the conditions for a successful driving test are in place.

Before the test starts, the examiner checks the identity of the candidate and the documents required.

The initial discussion should always cover the following issues:

- Test objectives and their achievement through overall assessment;
- Operating instructions during the test;
 - o Giving route directions;
 - o Opportunity for asking questions;
 - o Getting lost and driving in the wrong direction;
 - o Talking while driving;
- Taking notes during the driving test; and
- Duration of the test.

The examiner informs the candidate of all the ways of giving route directions that can be used in the driving test. These are giving driving tasks, driving to a destination, following signs, driving in a given direction and combinations of these. Driving to a destination can involve the candidate selecting a destination as well as driving to a destination set by the examiner. The candidate is not required to know the locality. When driving to a destination, guidance can also be given through the candidate's navigator. The examiner must give driving instructions at the correct time and clearly. The examiner must ensure that the candidate has understood the instruction given.

The candidate always has the opportunity to ask questions about the instructions given during the test. The candidate can choose whether to talk during the test or not.

The examiner must ascertain during the initial discussion that the candidate knows what is expected of them in the test.

7 Driving in traffic

7.1 Preparation and technical traffic safety check of a vehicle

Before driving off, the candidate must show that they are able to prepare the vehicle for safe driving. The preparation and technical traffic safety checks are assessed as part of controlling the vehicle as a whole and operating as a responsible driver. Before the handling and driving test, the candidate must make sure that the vehicle or vehicle combination is roadworthy.

The candidate must be able to independently prepare the vehicle and carry out a technical traffic safety check on it. This refers to capabilities for explaining, demonstrating and performing the required adjustments that are required to make the vehicle ready for safe driving and associated with the technical check of the vehicle. In the preparation and technical check of the vehicle the examiner should, as far as possible, take into account the season and road conditions, thus making the checks a natural part of ordinary driving.

Where applicable, the vehicle's technical check is carried out in traffic during the driving test: at the examiner's request, the candidate must select a suitable safe place for carrying out the action.

7.1.1 Categories B, B/96 and BE and category AM/121 with a fixed body structure

The driving examiner ensures that the candidate is able to prepare the vehicle so it can be operated safely.

Preparing the vehicle for safe driving

- Adjusting the driving position
- Adjusting the rear-view mirrors
- Adjusting the safety belts
- Any adjustments of the head rests
- Checking that the doors are closed

During the technical check of the vehicle, the examiner will choose at random at least one aspect to check from the list below.

Technical check of the vehicle

- Control equipment functions
- Operation and use of lights
- Condition of reflectors
- Functioning of indicator lights
- Functioning of horn
- Understanding of the significance of warning and indicator lights
- Condition of tyres
- Condition of steering
- Condition of brakes
- Checking the volumes of oils or fluids

7.1.2 Categories A, AM/120 and AM/121 with no fixed body structure

The driving examiner ensures that the candidate is able to prepare the vehicle so it can be operated safely.

Preparing the vehicle for safe riding

- Examining riding equipment; for example, the use of protective helmet, footwear, clothing and gloves. Appropriate and tight fastening of safety helmet is controlled at this stage.
- Adjusting the side mirrors

During the technical check of the vehicle, the examiner will choose at random at least one aspect to check from the list below.

Technical examination of the vehicle

- Control equipment functions
- Operation and use of lights
- Condition of reflectors
- Functioning of indicator lights
- Functioning of horn
- Understanding of the significance of warning and indicator lights
- Condition of tyres
- Condition of steering
- Condition of brakes
- Checking oil and fluids
- Checking for any possible fluid leaks

7.1.3 C1, C1E, C, CE, D1, D1E, D and DE

The driving examiner ensures that the candidate is able to prepare the vehicle so it can be operated safely and perform a technical check of the vehicle.

Preparing the vehicle for safe driving

- Adjusting the driving position
- Adjusting rear-view mirrors, safety belts and head rests
- Route planning and navigation (optional)

Technical check of the vehicle

All categories:

- Checking of brake and power steering systems; checking the condition of the wheels, wheel nuts, mud guards, windshield, windows and windshield wipers as well as oils and fluids (e.g. engine oil, coolant, windshield wash fluid); checking and use of dashboard, including recording equipment specified in Regulation (EEC) No 3821/85
- Checking of air pressure, air tanks and suspension
- As a spot check at least one of the following: the condition of the tyres, steering, brakes, use of lights, reflectors, indicators and audible warning devices

Additionally in categories C1, C, C1E and CE:

- Checking of safety aspects related to loading the vehicle: load area, tarpaulins, load area doors, loading mechanism (if necessary), cab locking (if necessary), loading technique, load securing

Additionally in categories C1E, C, D1E and DE

- Checking of coupling mechanisms, brakes and electrical connections

Additionally in categories D1, D, D1E and DE

- Ability to complete specific actions related to vehicle safety: monitoring of the bodywork, doors and emergency exits as well as first aid equipment, fire extinguishing equipment and other safety equipment

If the driving test is completed immediately after the handling test, the checks performed during the handling test need not be repeated.

7.2 Special traffic safety measures completed as part of the test

In connection with the driving test, the candidate must perform special transport safety measures.

The selected special measures should be carried out as independent driving tasks on the test route, and they may be linked to driving to a destination. The aim should be at an overall driving experience that is as independent and normal as possible. When assessing these measures, the candidate's responsible action in terms of the traffic environment and other road users should be noted.

When selecting the special measures, the examiner should make sure that all special measures are carried out in turn in different driving tests.

The special traffic safety measures to be examined are handling tasks. The tasks are listed in sections 7.2.1 – 7.2.4 and carried out while driving in traffic in categories AM/121, A1, A2, A, B, B/96, BE, C, C1, D and D1. The handling tasks are assessed as part of the candidate's overall performance.

In categories A1, A2 and A as well as BE, C1E, CE, D1E and DE, the candidates also complete a separate handling test before the driving test in traffic. The tasks to be included in these handling tests are listed in appendices 3 and 4 of these instructions. In category AM/121, if the driving test is taken in a vehicle with no closed-in body structure, a separate handling task is completed as part of the driving test before driving in traffic (appendix 2).

7.2.1 Categories A1, A2, A, B, B/96 and AM/121

The examiner selects at least two measures from the following list to be performed during each driving test, in at least one of which the reverse gear will be used (not applicable to vehicles with no reverse gear)

- Reversing straight or round a corner (excluding those driving tests which are taken in a vehicle with no reverse gear)
- U-turn
- Parking the vehicle
- Hill start

In addition, the candidate must get out of the vehicle during each category B driving test. This should be combined with a special traffic safety measure, including parking the vehicle in traffic.

7.2.2 Category BE

- Safe parking for loading/unloading

7.2.3 Categories C, C1

- Safe parking for loading/unloading at a loading bridge or platform or a similar structure.

In categories C1 and C, also reversing around a bend.

7.2.4 Categories D1, D, D1E and DE

- Safe parking of a bus for passengers to get on or off.

In categories D1 and D, also reversing around a bend.

7.3 Driving test route

In a driving test completed in traffic, the candidate drives on roads that are typically used by vehicles of the category in question. In the part of the test where the candidate drives in traffic, the test driving routes and tasks should be selected as indicated by the driving licence category applied for.

Diverse traffic environments enable comprehensive assessment of the candidate's skills. In each driving test, the candidate should drive in traffic environments that are as diverse as possible, ensuring in each test that the candidate drives on a road where the speed limit is at minimum 60 km/h at least one third of the time. The driving test should always also include driving on a road where the speed limit is at minimum 80 km/h. The speed limit requirements cited here apply to driving tests completed with vehicles whose design speed permits these speeds. The driving test route should present a diverse selection of traffic situations typically encountered by drivers, and different traffic densities. Particular attention should be paid to transitions between speed limit zones.

8 Assessment of a driving test

Driving in traffic in the driving test involves some of the following typical traffic situations, and the examiner will assess the candidate's safe and independent action in them:

- Starting off after parking and stopping
- Exiting the road, for example to a parking area or a yard
- Driving on a straight road and round bends
- Meeting on-coming traffic, also on narrow road sections
- Junctions, taking different junction types into account
- Approaching and crossing junction areas and intersections
- Turning
- Changing lanes
- Joining a road from a slip road and leaving it using an exit lane
- Overtaking other traffic and being overtaken
- Passing obstacles, including parked cars
- Driving on roads with special traffic arrangements

- Driving around roundabouts and at level crossings or in the vicinity of tram/bus stops or pedestrian crossings
- Driving in different speed limit zones
- Getting out of the vehicle

In all situations, the candidate's ability to control the vehicle and drive safely and smoothly in traffic should be assessed.

The examiner will make a decision to either accept or reject the driving test. The candidate should be informed of this decision at the beginning of the feedback discussion. The decision is based on the candidate's overall performance in the driving test. An acceptable performance means that the examiner feels safe throughout the test.

8.1 Assessment criteria

The examiner assesses the candidate's driving test performance as a whole. The candidate must have sufficient knowledge and skills for operating the vehicle, master basic driving skills and demonstrate responsible driving behaviour. Identifying hazards caused by the candidate's own and other people's actions or the conditions and taking appropriate action to avoid risks and hazardous situations are an essential part of the performance as a whole.

In the assessment, attention should be paid to how well the candidate is independently capable of applying basic driving skills safely and smoothly in different traffic situations. Clear shortcomings in mastering the basic skills increase the accident risk and undermine the candidate's and other road users' safety.

A responsible driving technique includes adaptive, goal-oriented, predictive and safe driving as well as taking the environment, road and weather conditions, other traffic and, in particular, the most vulnerable road users into account.

8.2 Assessment areas

The driving test assessment focuses on four areas, which together describe the competence of a responsible driver:

- Handling and controlling the vehicle;
- Consideration for road users;
- Anticipating and controlling traffic situations;
- Controlled action by the candidate.

8.2.1 Handling and controlling the vehicle

The candidate has the vehicle and its direction, speed and space requirements under control. The candidate understands the risks associated with handling and controlling the vehicle and their personal responsibility for their actions in this area. The candidate is able to use all controls and safety equipment of the vehicle and understands their responsibility for passenger safety. The candidate is familiar with an economic and ecological driving technique and vehicle operation.

The candidate

- has learned to prepare the vehicle for safe driving and carry out technical checks
- takes passenger safety into consideration
- is able to use the vehicle's controls appropriately and is familiar with any driver assistance systems on it, and their use does not prevent or hamper observing other traffic and driving
- is able to regulate the vehicle's speed and controls the driving speed and direction of the vehicle
- is aware of the vehicle's mass, size, measurements and dimensions, has the vehicle's direction and space requirements under control, and takes other road users' space requirements into account
- masters the driving technique for ensuring safety and reducing fuel consumption and emissions when accelerating and decelerating as well as driving uphill and downhill

In categories BE, C1, C, C1E, CE, D1, D, D1E and DE, particular attention should be paid to the following when assessing the candidate's handling and control of the vehicle:

- appropriate use of safety belts, rear-view mirrors, head rest and seat;
- appropriate use of lights (where necessary) and other equipment;
- appropriate use of clutch, gears, accelerator, brake systems (including any auxiliary brake systems) and steering;
- control of the vehicle in different conditions and at varying speeds;
- stability of the vehicle on the road; and
- the weight, dimensions and properties of the vehicle.

In categories BE, C1, C, C1E, CE, D1E and DE, particular attention should be paid to the following when assessing the candidate's handling and control of the vehicle:

- weight and type of the load (only categories BE, C1, C, C1E, CE);
- passenger comfort (only categories D, DE, D1 and D1E) (smooth driving without abrupt acceleration or braking)
- smooth and economical driving, allowing other road users to anticipate the candidate's actions

8.2.2 Consideration for road users

The candidate is adept at interacting with other road users. The candidate complies with the rules of the road and traffic control systems, maintains sufficient safety distances, and behaves flexibly and considerately towards other road users. The candidate pays particular attention to pedestrians and cyclists as vulnerable groups and also acts to promote safety in challenging, high-risk conditions

The candidate:

- actively monitors other traffic, identifies situations with increased risk, and is aware of and observes any blind spots
- behaves flexibly and considerately towards other road users
- observes and accounts for pedestrians' and cyclists' intentions and indicates they are yielding by slowing down and stopping if necessary
- allows sufficient space for cyclists and pedestrians
- observes the special features of other traffic and has mastered maintaining a safe distance to other vehicles in all situations and conditions
- is aware of the significance of different traffic environments for observations and interaction

- has mastered appropriate signalling
- takes care when getting out of the vehicle and takes passenger safety into consideration when getting out
- understands that other road users are not aware of the properties and special characteristics of the vehicle or vehicle combination and is able to adapt their actions accordingly

8.2.3 Anticipation and control of traffic situations

The candidate actively observes what is going on in traffic and other road users' intentions, and their own actions are predictable. The candidate regulates their driving speed, allowing themselves time to identify any risks and hazards and to select the correct actions to avoid danger. By anticipating traffic situations, the candidate is able to promote the safety and smooth running of traffic and reduce negative impacts on the environment.

The assessment of anticipating and controlling traffic situations comprises the following areas:

The candidate

- identifies any risk factors associated with traffic events, understands the causes of risks and hazards and is able to respond in time, avoiding the need for abrupt action
- is able to select the correct speed for each situation
- is prepared to drive off without delay while waiting in traffic
- indicates and changes lanes in a manner that promotes safety and the smooth running of traffic
- acts correctly in situations with limited visibility
- has mastered the basics of economical driving
- keeps a lookout, remaining aware of what is happening in front of them, on the sides and behind the vehicle and observes any blind spots
- complies with the rules of the road and traffic control systems
- drives safely, consistently and smoothly
- is able to plan the route, taking issues relevant to the vehicle, traffic conditions and the traffic environment into consideration

8.2.4 Controlled action by the candidate

The candidate identifies hazards and risks caused by their skills, their actions and their social environment and controls these risks, allowing the candidate to remain calm and focus on performing the driving task correctly as well as drive responsibly and independently.

Controlling the candidate's actions comprises the following areas:

The candidate

- performs all actions calmly but in a determined manner
- acts carefully and systematically in different traffic situations
- is able to act rationally, both when following a planned route and in situations where using the selected route is not possible
- focuses on the driving performance and dealing with traffic situations
- displays an understanding and appropriate attitude towards other road users
- acts independently and responsibly in traffic
- has a responsible attitude towards their driving skills
- identifies risks caused by their competence and moods and is able to control them

8.3 Accounting for the special features of different driving licence categories in the driving test

The examiner should pay particular attention to how the candidate identifies special hazards associated with driving a vehicle of the relevant category and how they anticipate and prepare for the ensuing risks.

Categories AM/120 and AM/121

The examiner should pay particular attention to how the candidate identifies hazards associated with the vulnerability and poor visibility of the vehicle in traffic and the impacts of the vehicle's design speed, and to how the candidate controls these risks.

A Categories

The examiner should pay particular attention to how the candidate identifies hazards associated with the vulnerability and poor visibility of the vehicle in traffic and the impacts of the special features of motorcycle riding, and to how the candidate controls these risks.

Categories C1, C, D1 and D

The examiner should pay particular attention to how the candidate identifies hazards associated with the size of the vehicle, the driving tasks and other road users and to how the candidate controls these risks.

Additionally, the use of different brake systems should be accounted for in categories C, CE, D and DE (using other speed reduction systems besides the service brakes).

8.4 Assessment scale

In each assessment area, the candidate's actions and skills will be assessed on a scale of 1 to 5.

1 Weak, clearly insufficient performance in the area being assessed

The candidate's actions still reveal clear, serious deficiencies in mastering the competence area and/or the candidate's mistakes or manner of driving has directly endangered the safety of the passengers in the vehicle used in the examination or the safety of other road users. This may be demonstrated either as an intervention by the examiner in the driving or another party has had to react abruptly to prevent an accident.

2 Passable, somewhat weaker-than-average performance in the area being assessed

The candidate's actions still reveal deficiencies in mastering the competence area. The candidate has already learned some of the skills and competence required in this area, but their mastery of these skills is still poor. The ability to recognise hazards and anticipate the risks resulting from them is still poor. The candidate is not yet able to drive independently and responsibly and their driving is also not sufficiently smooth.

3 Satisfactory, average performance in the area being assessed

The candidate has demonstrated a command of the basic skills required in the competence area and an ability to apply them in most traffic situations. The candidate is able to make independent decisions in traffic and act in a systematic and responsible manner. The candidate is able to recognise hazards and anticipate the risks caused by them in traffic situations. In general, the candidate drives smoothly in traffic.

4 Good, better-than-average performance in the area being assessed

The candidate has demonstrated an overall command of the competence area being assessed and is able to apply these skills in varying traffic situations. The candidate is able to act in a responsible manner and mainly independently in traffic. The candidate is capable of recognising hazards and risks in different traffic situations and can anticipate situations, which is demonstrated as a smooth and flexible manner of driving.

5 Excellent, exemplary performance in the area being assessed

The candidate has demonstrated an overall command of the competence area to be assessed in their actions. The candidate is able to apply these skills in all traffic situations and has demonstrated an ability to act independently as a driver. The skills in managing risks are clearly visible in the candidate's actions. The candidate demonstrates an awareness of the hazards and risks in different situations, is able to assess them and anticipate how situations unfold and can choose the right course of action. The candidate is able to act in a flexible manner and through their own actions promote the safety and flexibility of traffic and, consequently, also reduce environmental damage.

8.5 Self-assessment

Before the driving test, the candidate must prepare a self-assessment of their competence. The assessment areas and scales referred to in these instructions should be applied in the self-assessment. The candidate must complete the self-assessment in the instruction and examination certificate document before turning up for the driving test.

8.6 Carrying out the assessment

The examiner makes a decision on the outcome of the test and produces an overall assessment based on the assessment areas. The driving test cannot be passed if there are obvious shortcomings in the candidate's skills in a certain area (overall assessment 1) or if the competence is poor (overall assessment 2) in more than one area.

In addition to score-based feedback, the candidate also receives written feedback on his or her strengths and development targets as a driver.

The test must be rejected if the candidate's driving errors or technique put the safety of passengers in the test vehicle or other road users at immediate risk. The test should be rejected regardless of whether or not the examiner had to intervene in the candidate's driving.

If the driving examiner is of the view that the candidate's performance is putting him/her or others at risk, the examiner must interrupt the test immediately. Interruption of the test automatically means that the candidate has failed.

When assessing a driving test, particular attention should be paid to situations in which a clear breach of rules, repeated incorrect action or indifference towards other road users is demonstrated. Special attention in the assessment should also be paid to whether the candidate displays considerate and sociable driving behaviour. This should be visible in the driving technique and must be accounted for in the overall assessment.

To support the assessment, the examiner may ask questions at the end of the test and discuss the events during the test with the candidate. Through these questions and discussions, the examiner can ascertain that the candidate has the required competence and understanding of traffic situations. These questions should not be used as an oral examination of the theory part.

9 Feedback discussion

The examiner always informs the candidate of the decision made on the driving test and its justifications at the beginning of the feedback discussion, after first hearing the candidate's views of their test performance.

The driving test feedback discussion comprises the following:

- The examiner's decision and its justifications in dialogue with the candidate and drawing on the self-assessment produced by the candidate
- The candidate's development as a driver
- Provision of the feedback in an electronic format and the possibility of filing a claim for a revised decision subject to a fee

At the end of an accepted driving test, the examiner additionally discusses the following with the candidate:

- Right to drive (Certificate of accepted driving examination)
- Delivery and period of validity of the driving licence

The examiner must always make sure that the candidate understands the justifications of the decision and key contents of the feedback.

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Appendix 1 *Handling test in category AM/120*

1 Testing ground

The handling test must be performed in an area suited for the purpose. The manoeuvres must be performed on a paved surface. The candidate may check the traction of the braking area after the slow riding test.

2 Markings

The distances between the markers used in the manoeuvres must be measured from their centre points. The markers must be cone-shaped and have a maximum height of 60 mm and a maximum base diameter of 200 mm.

3 Measuring the speed

The examiner will measure the minimum speed required for a task using a speed measurement device the value of which will be followed as such in the assessment of the test.

4 Manoeuvres and performing them

The handling test begins with checking that the strap of the helmet is properly tightened. The test can not be continued if the candidate can not tighten the helmet properly.

The tasks are considered to begin at the first signs when the front wheel is at the cone. The tasks are considered to end at the last signs when the moped has fully passed the last signs (excluding the effective breaking task). The handling test starts with slow riding. The candidate must perform all manoeuvres in a seated position, with their feet on the foot pegs or foot rests. The candidate must also demonstrate that they can put the moped used in the test off its kickstand, make a U-turn by walking the moped and put the moped on its kickstand. The handling test ends at stopping the moped and putting it on the kickstand.

The handling test of a two-wheel moped in category AM/120 consists of three manoeuvres:

- Slow riding
- Gates
- Effective braking

The handling test of a three-wheel moped in category AM/120 consists of three tasks:

- Braking and immediate acceleration
- Zigzag course
- Reversing

5 Assessing the manoeuvres and making a decision

The candidate may try each manoeuvre twice. A third attempt may be granted if, in either attempt, the sole reason for failure was the licence candidate's speed in the manoeuvre. If all attempts are unsuccessful, the handling test is considered failed.

A manoeuvre is considered failed if:

- The candidate or the moped touches the markers or crosses the limits of the area specified for the manoeuvre.
- The candidate touches the ground with a foot other than when stopping after a braking manoeuvre. This does not apply to getting out of a three-wheel vehicle during the task
- The candidate fails to perform the manoeuvre in the required manner.

If the driving examiner is of the view that the candidate is putting themselves or others at risk, the examiner must stop the handling test immediately. Interruption of the test automatically means that the candidate has failed.

Even if the decision of the handling test has been failed, the candidate must be provided the opportunity to perform the rest of the tasks (excluding situations where the candidate is a danger for him- or herself or for others).

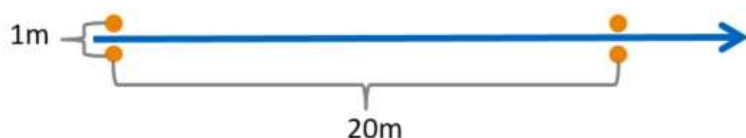
The decision and the grounds for it must be communicated to the candidate both orally and in writing.

6 Handling test tasks for a two-wheel moped in category AM/120

6.1 Slow riding

The purpose of the manoeuvre is to assess the candidate's ability to control a moped at slow speeds.

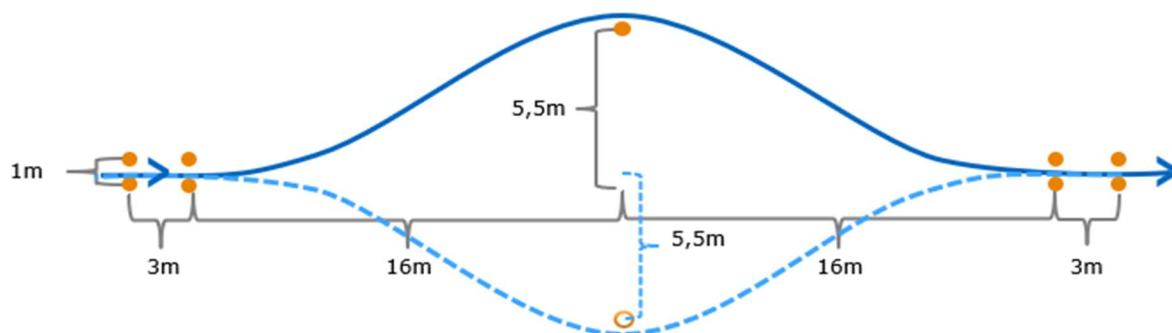
In the manoeuvre, the candidate must regulate the speed using the clutch, throttle and rear brake (the clutch requirement does not apply to mopeds without a clutch lever). The speed must be so slow that the candidate must keep the balance through steering; however, it may not exceed 5 km/h.



The manoeuvre is assessed as a whole and the driving examiner should pay particular attention to balance, where the candidate is looking, the position of the candidate's feet on the foot pegs or foot rests, and the use of the controls.

6.2 Gates

The purpose of the manoeuvre is to assess the candidate's ability to control a moped when cornering.



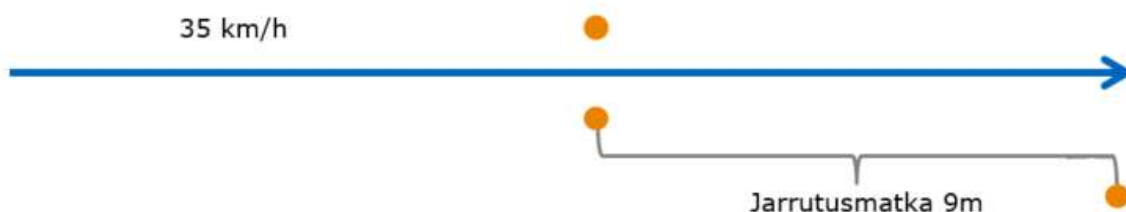
The candidate must perform the entire manoeuvre in at least second gear at a minimum speed of 30 km/h (the gear requirement does not apply to mopeds without a clutch lever).

The alternative route is marked with a dashed line (to be used if the conditions in the test environment so require).

The manoeuvre is assessed as a whole and the driving examiner should pay particular attention to where the candidate is looking.

6.3 Emergency braking

The purpose of the manoeuvre is to assess the candidate's ability to stop the moped in an effective and controlled manner. The motor must be running during the performance.



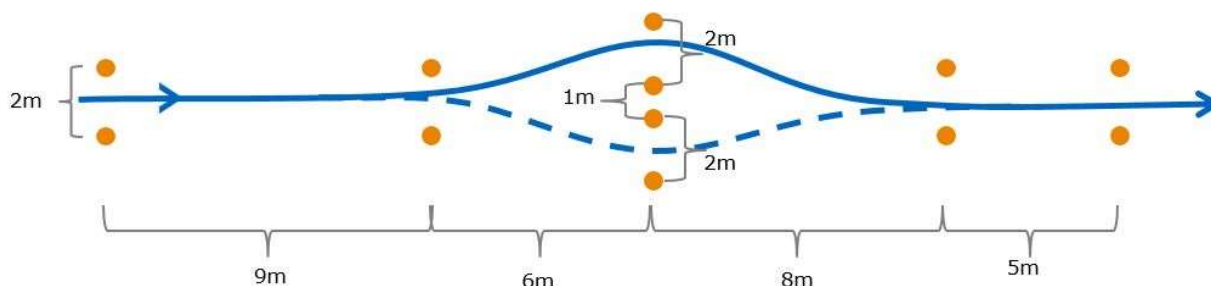
The candidate must start the braking from a speed of at least 35 km/h. The braking technique and braking distance (and not where the braking starts) are the factors that are considered. The braking distance may be 9 meters at the most.

The manoeuvre is assessed as a whole and the driving examiner should pay particular attention to the use of the front and rear brakes, where the candidate is looking and the candidate's riding position.

7 Handling test manoeuvres for a three-wheel moped in category AM/120

7.1 Braking and immediate acceleration

The manoeuvre assesses the candidate's ability to stop the vehicle efficiently and to avoid an obstacle in a controlled manner.

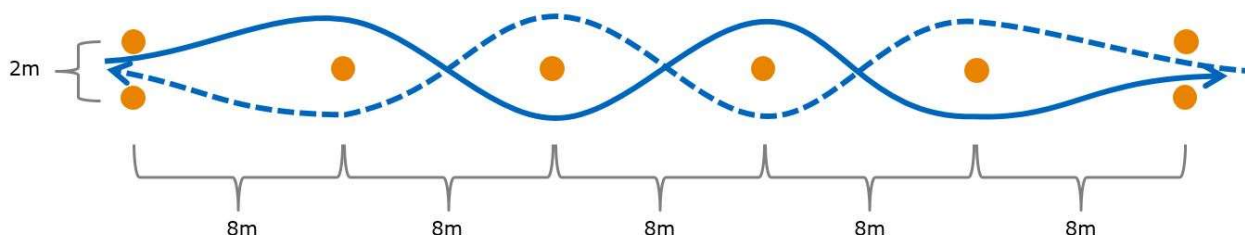


The candidate should accelerate to a speed of 35 km/h and then start braking. The candidate must be able to stop the vehicle in a controlled manner over a distance of 9 metres. From this point, the candidate proceeds immediately to avoid an obstacle as shown in the figure. The candidate then returns to the line of driving followed before the obstacle. The driving examiner will decide before the manoeuvre from which side the candidate must pass the obstacle. The alternative direction of avoiding the obstacle is shown in dashed line.

The manoeuvre is assessed as a whole and the driving examiner should pay particular attention to the efficiency of braking and where the candidate is looking.

7.2 Zigzag course

The manoeuvre tests the candidate's skills in mastering the vehicle's dimensions.



The candidate should negotiate a route around four markers as shown in the figure. If necessary, the candidate may reverse during the task to correct their course.

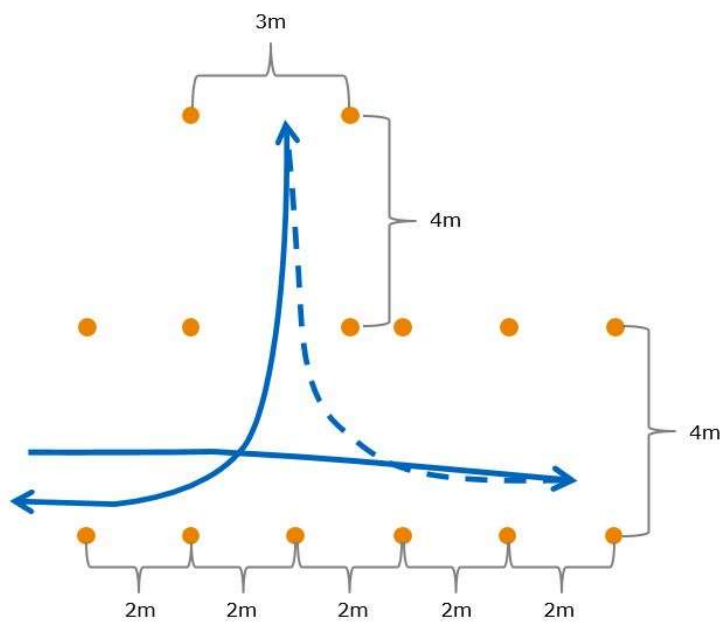
The manoeuvre is assessed as a whole and the driving examiner should pay particular attention to the steering technique and where the candidate is looking.

7.3 Reversing

The manoeuvre tests the candidate's skills in reversing to turn the vehicle around.

The candidate turns the vehicle around to face the direction it came from using the reverse gear. If necessary, the candidate may move backwards and forwards during the task to correct their course. If the vehicle has no reverse, this manoeuvre will be skipped.

The manoeuvre is assessed as a whole and the driving examiner should pay particular attention to where the candidate is looking and the steering technique.



Appendix 2 *Handling task in category AM/121, no fixed body structure*

1 Testing ground

The handling test should be performed in an area suited for the purpose. The candidate may check the traction of the braking area before the handling test.

2 Markings

It is not necessary to use markers to mark out the track for the task. The examiner discusses the manoeuvre with the candidate before the performance.

3 Measuring the speed

The examiner may measure whether the minimum speed required for this task has been reached using a speed measurement device.

4 Performing the test

The candidate must perform the manoeuvre in a seated position, with their feet on the foot pegs or foot rests. The speed requirements and the other assessment criteria for the manoeuvre performed as part of the handling test are the same in all weather conditions.

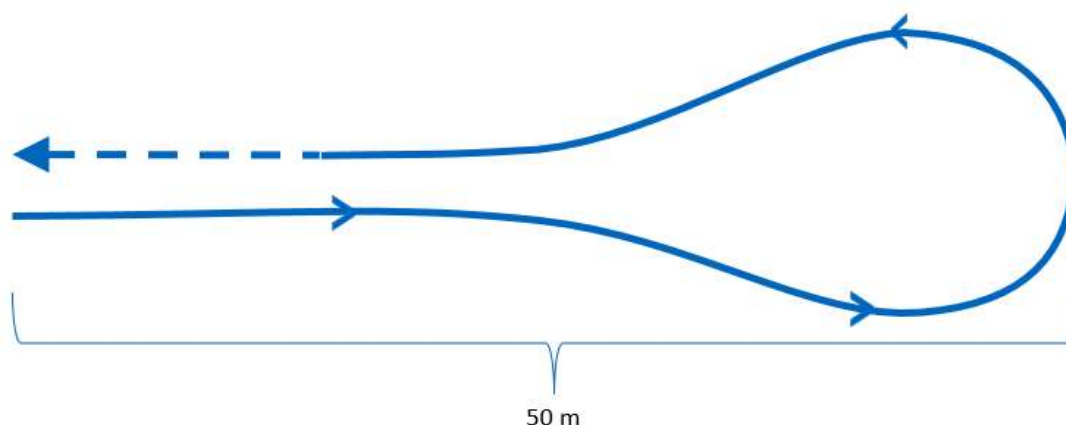
5 Assessment of the test

The candidate may attempt the manoeuvre twice. If both attempts are unsuccessful, the driving test is considered failed.

If the driving examiner is of the view that the candidate is putting themselves or others at risk, the examiner must stop the handling manoeuvre immediately. Interruption of the test automatically means that the candidate has failed.

6 Handling manoeuvre

The manoeuvre measures the candidate's skill in controlling a vehicle at changing speeds as well as the ability to stop the vehicle effectively and in a controlled manner.



During the manoeuvre, the candidate must start moving in a controlled manner, accelerate and reduce speed to a level suitable for turning. The candidate must make a controlled turn back in the direction they came from. The turn can be made in either direction. When coming back, the candidate must accelerate swiftly and carry out effective braking from a speed of at least 25km/hr. Braking can begin as soon as the candidate reaches the targeted speed. The manoeuvre must be executed as a single operation and the candidate may not place a foot on the ground during the manoeuvre.

Appendix 3 Handling test in categories A1, A2 and A

1 Testing ground

The handling test must be performed in an area suited for the purpose. The manoeuvres must be performed on a paved surface. The candidate may check the traction of the braking area after the low-speed manoeuvre of the handling test.

2 Markings

The distances between the markers used in the manoeuvres must be measured from their centre points. The markers must be cone-shaped and have a maximum height of 60 mm and a maximum base diameter of 200 mm.

3 Measuring the speed

The examiner will measure whether the minimum speed required for the task has been reached using a speed measurement device.

4 Manoeuvres and performing them

The tasks are considered to begin at the first markers when the front wheel is at the cone. The manoeuvres are regarded to end at the last markers when the motor cycle has entirely crossed the last markers (excluding effective breaking).

The handling test must be started with the low-speed manoeuvres. The candidate must perform all manoeuvres in a seated position, with their feet on the foot pegs or foot rests. The candidate must also demonstrate that they can put the motorcycle used in the test off its kickstand, make a U-turn by walking the motorcycle and put the motorcycle on its kickstand.

The speed requirements and the other assessment criteria for the manoeuvres performed as part of the handling test are the same in all weather conditions.

4.1 Handling test in category A consists of five manoeuvres:

- Slow riding
- Avoiding an obstacle
- Gates
- Braking and quick acceleration
- Emergency braking

5 Assessing the manoeuvres and making a decision on the handling test

The candidate may try each manoeuvre twice. A third attempt is permitted if the only problem has been the candidate's speed in either of one of the manoeuvres. If all attempts are unsuccessful, the handling test is considered failed.

A manoeuvre is considered failed if:

- The candidate or the motorcycle touches the markers or crosses the limits of the area specified for the manoeuvre.
- The candidate's foot touches the ground (this rule does not apply to stops required during slow speed and braking manoeuvres).
- The candidate fails to perform the manoeuvre in the required manner.

If the driving examiner is of the view that the candidate is putting themselves or others at risk, the examiner must stop the handling test immediately. Interruption of the test automatically means that the candidate has failed.

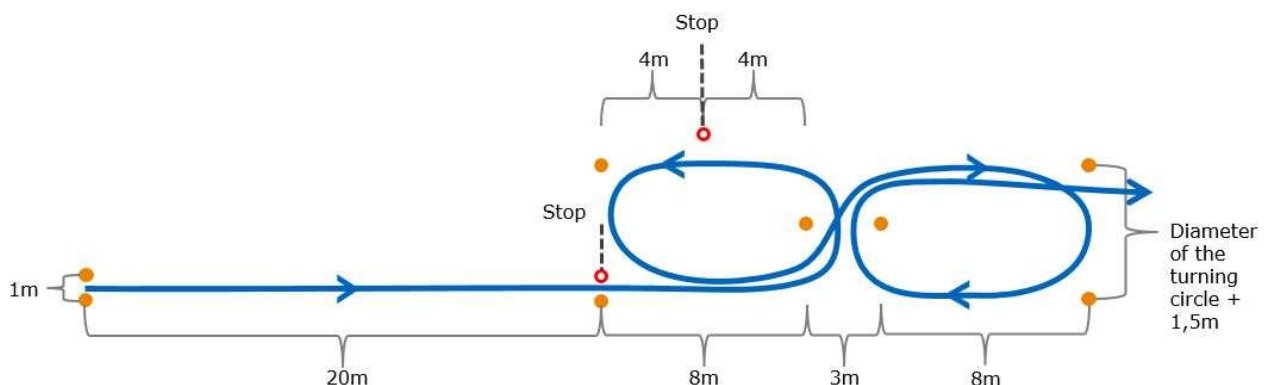
Even if the decision of the handling test has been rejected, the candidate must be provided the opportunity to perform the rest of the tasks (excluding situations where the candidate is a danger for him- or herself or for others).

The decision and the grounds for it must be communicated to the candidate both orally and in writing.

6 Handling test manoeuvres for category A driving licences

6.1 Slow riding

The purpose of the manoeuvre is to assess the candidate's ability to control a motorcycle at slow speeds.



The candidate must regulate their speed using the clutch, throttle and rear brake (the clutch requirement does not apply to motorcycles without a clutch lever). The speed must be so slow that the candidate must keep the balance through steering; however, it may not exceed 5 km/h.

The width of the zigzag course in the manoeuvre is the diameter of the turning circle of the motorcycle used in the handling test plus 1,5 meters. If necessary, the driving examiner must check the diameter by walking the motorcycle.

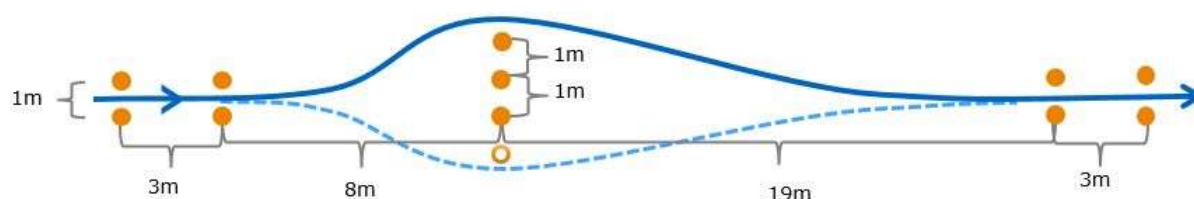
During the manoeuvre, the candidate must make two stops at spots marked in red in the picture. The candidate must stop the front tyre of the motorcycle at the spot. At the stops, the candidate may put his or her foot or both feet on the ground once at the same time.

The manoeuvre is assessed as a whole and the driving examiner should pay particular attention to balance, where the candidate is looking, the position of the candidate's feet on the foot pegs or foot rests, and the use of the controls.

The manoeuvre has two parts: slow riding on a straight section of 20 metres and a zigzag course. If the candidate only fails one of the parts on the first attempt, only the failed part needs to be retaken.

6.2 Avoiding an obstacle

The purpose of the manoeuvre is to assess the candidate's ability to avoid an obstacle in a safe manner.

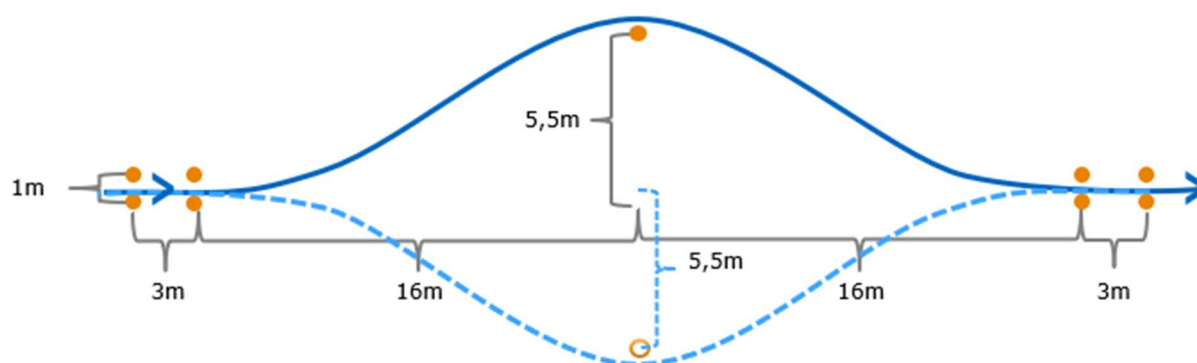


The speed of the motorcycle between the gates at the start must be at least 50 km/h. The candidate must perform the manoeuvre in at least third gear and without applying the service brake (the gear requirement does not apply to motorcycles without a clutch lever).

The alternative direction of avoiding the obstacle is shown in dashed line. The driving examiner will decide before the manoeuvre from which side the candidate must pass the obstacle. The manoeuvre is assessed as a whole and the driving examiner should pay particular attention to the steering technique and where the candidate is looking.

6.3 Gates

The purpose of the manoeuvre is to assess the candidate's ability to control a motorcycle when cornering.



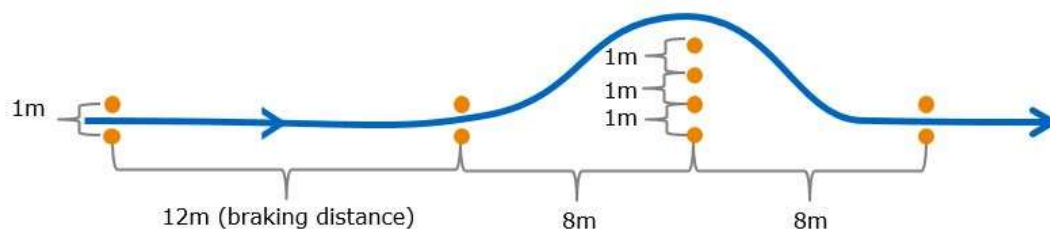
The candidate must perform the entire manoeuvre in at least second gear at a minimum speed of 30 km/h (the gear requirement does not apply to motorcycles without a clutch lever).

The manoeuvre is assessed as a whole and the driving examiner should pay particular attention to where the candidate is looking.

The alternative route is marked with a dashed line (to be used if the conditions in the test environment so require).

6.4 Braking and quick acceleration

The purpose of the manoeuvre is to assess the candidate's ability to stop the motorcycle in a controlled manner and to accelerate immediately while at the same time avoiding an obstacle. The motor must be running during the performance.

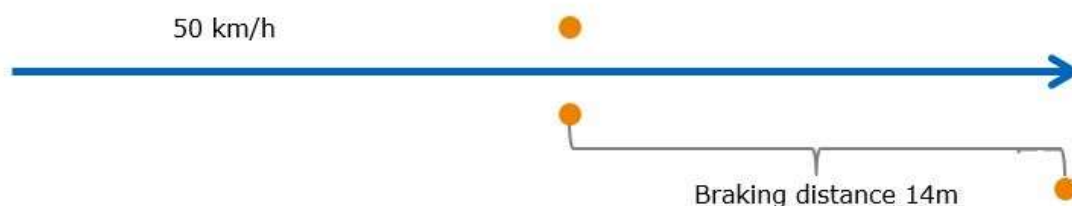


The candidate must start the braking from a speed of at least 40 km/h and perform the manoeuvre in at least the third gear (the gear requirement does not apply to motorcycles without a clutch lever). The candidate must shift to the lowest gear when braking and bring the motorcycle to a halt. The motorcycle must be stopped so that no part of the vehicle crosses the other lane markers. When stopped, the candidate may put one of their feet or both feet down simultaneously but this may only be done once. After that, the candidate must immediately proceed to the avoidance of the obstacle.

The manoeuvre is assessed as a whole and the driving examiner should pay particular attention to where the candidate is looking and the use of the gears and the front and rear brakes.

6.5 Emergency braking

The purpose of the manoeuvre is to assess the candidate's ability to stop the motorcycle in an effective and controlled manner. The motor must be running during the performance.



The candidate must start the braking from a speed of at least 50 km/h. The braking technique and braking distance (and not where the braking starts) are the factors that are considered. The braking distance may be 14 meters at the most.

The manoeuvre is assessed as a whole and the driving examiner should pay particular attention to the use of the front and rear brakes, where the candidate is looking and the candidate's riding position.

Appendix 4 *Handling tests for categories BE, C1E, CE, D1E and DE*

1 *Category BE*

1.1 *Purpose of the handling test*

The purpose of the handling test is to ensure that the candidate is able to handle the vehicle combination safely, is aware of its dimensions, and ensures that there is no risk of damage to the combination.

1.2 *Contents of the handling test*

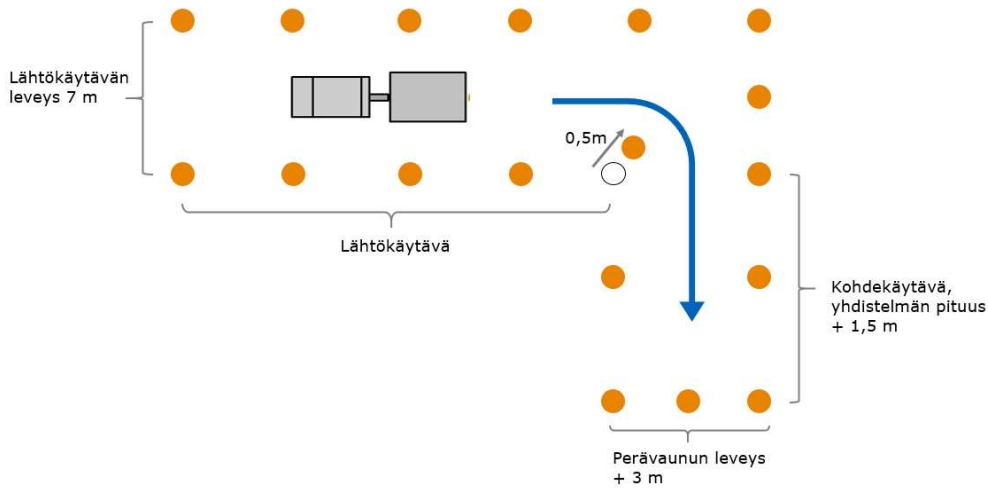
The handling test consists of three manoeuvres:

- 1. Reversing a vehicle combination*
 - In this manoeuvre, the vehicle should be reversed as shown in the pictures below. At the beginning, the combination should be entirely inside the start lane, but it need not be straight. At the end, the combination should be fully inside the target lane.*
- 2. Detaching the trailer from the towing vehicle*
 - In this manoeuvre, the candidate ensures that the trailer will not roll and detaches the trailer from the towing vehicle. The towing vehicle should be driven fully into the start lane.*
- 3. Attaching the trailer to the towing vehicle*
 - In this manoeuvre, the towing vehicle is reversed into the target lane and the trailer is attached to it.*

The test begins when the candidate starts reversing. The test ends when the candidate announces that the actions and manoeuvres have been completed. The manoeuvres must be completed within 15 minutes.

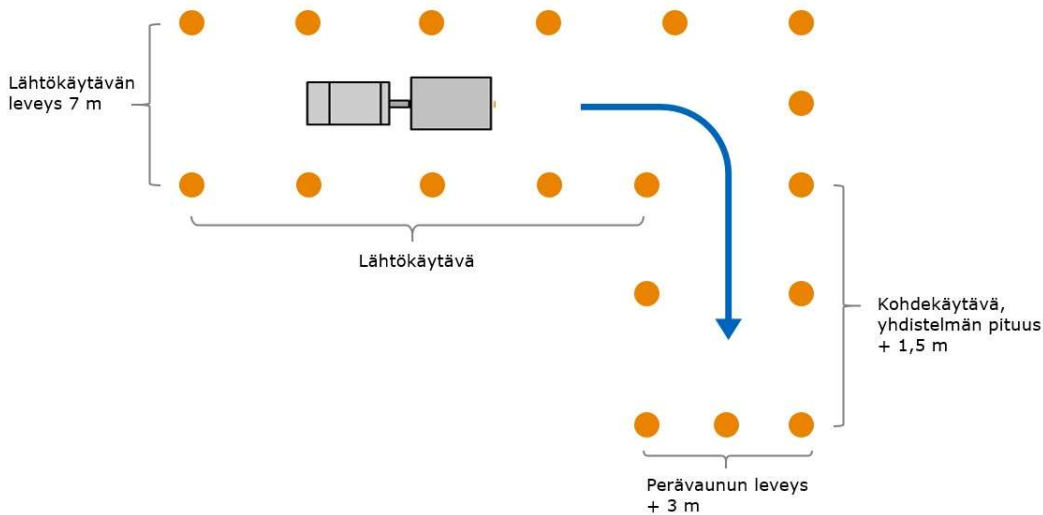
When the length of combination is less than 11 metres, the cone in the corner should be moved towards the inside of the track by 0.5 metres in a 45-degree angle (Figure 1).

Kuva 1



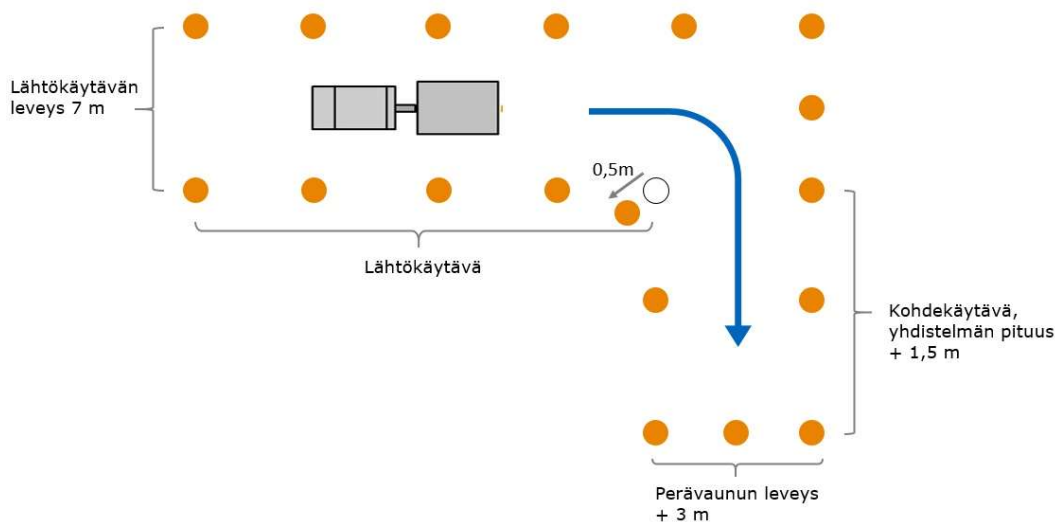
When the length of combination is more than 11 metres but less than 14 metres, the corner cone should be in the normal place (Figure 2).

Kuva 2



When the length of combination is more than 14 metres, the cone in the corner should be moved out by 0.5 metres in a 45-degree angle (Figure 3).

Kuva 3



1.3 Assessment of the handling test and decision

In the handling test, the candidate's skills in reversing a combination vehicle and a towing vehicle as well as detaching and attaching a trailer are assessed. In connection with detaching and attaching the trailer, the assessment also covers ensuring that the trailer will not roll when detached and checking the roadworthiness of the combination once the trailer has been attached.

The handling test is regarded as being rejected if:

- Continuing the test would result in an immediate risk of personal injuries or damage to the combination and the examiner therefore must interrupt the test
- The candidate causes damage to the vehicle combination
- The candidate does not check the coupling of the trailer with the towing vehicle
- The candidate does not check that the trailer will not roll before detaching it
- The candidate does not check the roadworthiness of the vehicle combination
- The candidate neglects one of the connections between the towing vehicle and the trailer
- The candidate does not check the condition of the connecting mechanisms
- The candidate does not check that brakes have been released
- The vehicle combination is damaged
- The vehicle combination touches a cone, or some part of it crosses the boundaries of the area defined for the task
- The manoeuvres listed in section 1.2 are not completed within the given time

2 Vehicle combinations in categories C1E and D1E

2.1 Purpose of the handling test

The purpose of the handling test is to ensure that the candidate is able to handle the vehicle combination safely, is aware of its dimensions, and ensures that there is no risk of damage to the combination.

2.2 Contents of the handling test

The handling test consists of three manoeuvres:

1. Reversing a trailer into area PV
 - The manoeuvre starts when the candidate drives the vehicle in through the entrance gate. The candidate may select the spot from which they start reversing. In this manoeuvre, the trailer should be reversed to the area reserved for it. At the end the trailer, including the tow bar, should be completely within area PV.
2. Detaching the trailer from the towing vehicle and reversing the towing vehicle into area VA
 - In this manoeuvre, the combination should be parked and the trailer detached. The towing vehicle should be moved forward and reversed into area VA. At the end, the trailer must be fully within area VA.
3. Attaching the trailer to the towing vehicle
 - In this manoeuvre, the towing vehicle is moved forward and reversed until it is in line with the trailer, and the trailer is attached to it. The coupling mechanisms, brakes and electrical connections are checked.

The test starts as the candidate drives the vehicle combination in through the entrance gate. The test ends when the candidate announces that the actions and manoeuvres have been completed. The handling test must be completed within 15 minutes.

A = Width of the area is vehicle width + 1.5 m

B = Length of the area is vehicle length + 1.5 m

C = Length of combination

D = Width of obstacle 12 m

E = Distance between the areas (PV, VA) 3 m

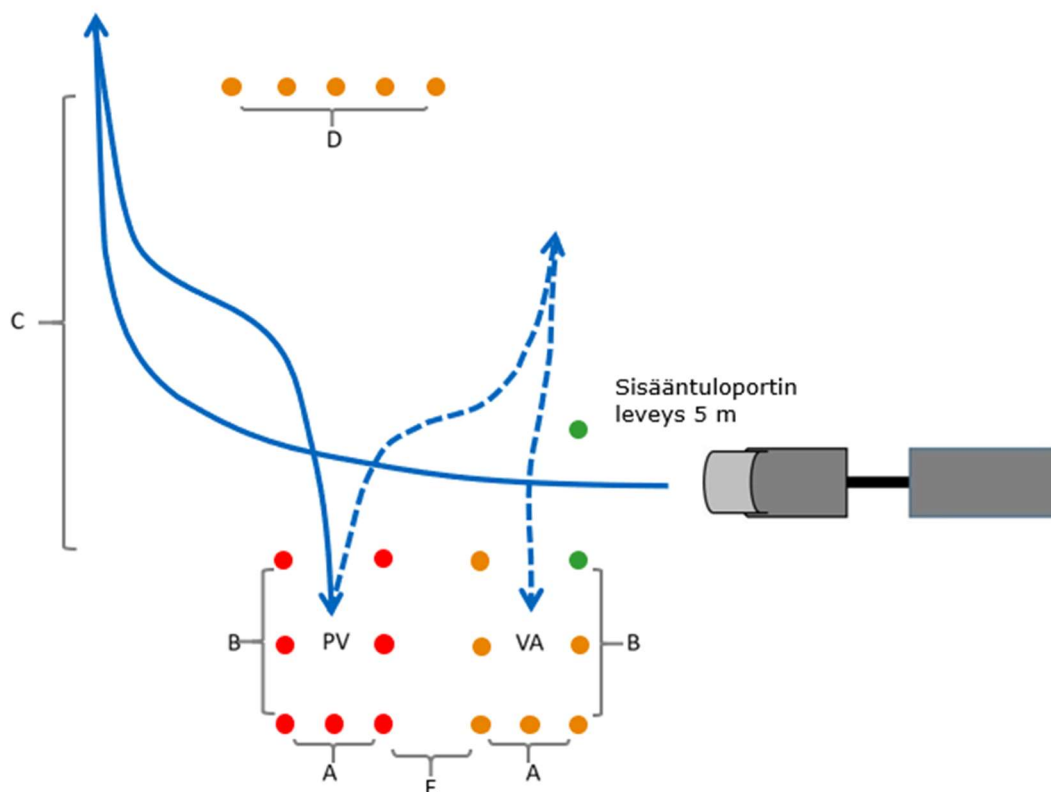
PV = Area intended for the trailer

VA = Area intended for the towing vehicle

Obstacle D is placed symmetrically opposite to area PV

The entrance gate is marked with green cones in the figure and its width is 5 m. The entrance gate should be located at the right side of area VA.

The areas (PV, VA) are marked with cones of different colours. The minimum height of the cones used to mark the course should be 0.4 m. The distances between the cones used in the manoeuvre are measured from the inner edges of the bases of the markers.



2.3 Assessment of the handling test and decision

In the handling test, the candidate's skills in reversing a combination vehicle and a towing vehicle as well as detaching and attaching a trailer are assessed. In connection with detaching and attaching the trailer, the assessment also covers ensuring that the trailer will not roll when detached and checking the roadworthiness of the combination once the trailer has been attached.

The handling test is regarded as being rejected if:

- The examiner interrupts the test if they observe that continuing it would result in an immediate risk of personal injuries or damage to the combination
- The candidate causes damage to the vehicle combination
- The candidate does not check the coupling of the trailer with the towing vehicle
- The candidate does not check that the trailer will not roll before detaching it
- The candidate does not check the roadworthiness of the vehicle combination
- The candidate neglects one of the connections between the towing vehicle and the trailer
- The candidate does not check the condition of the connecting mechanisms
- The candidate does not check that brakes have been released
- The vehicle combination is damaged
- The vehicle combination touches a cone, or some part of it crosses the boundaries of the area defined for the task
- The manoeuvres listed in section 2.2 are not completed within the given time

3 Vehicle combinations in categories CE and DE

3.1 Purpose of the handling test

The purpose of the handling test is to ensure that the candidate is able to handle the vehicle combination safely, is aware of its dimensions and ensures that there is no risk of damage to the combination.

3.2 Contents of the handling test

The handling test consists of three manoeuvres:

1. Reversing a trailer into area PV
 - The manoeuvre starts when the candidate drives the vehicle in through the entrance gate. The candidate may select the spot from which they start reversing. In this manoeuvre, the trailer should be reversed to the area reserved for it. At the end the trailer, including the tow bar, should be completely within area PV.
2. Detaching the trailer from the towing vehicle and reversing the towing vehicle into area VA
 - In this manoeuvre, the combination should be parked and the trailer detached. The towing vehicle should be moved forward and reversed into area VA. At the end, the trailer must be fully within area VA.
3. Attaching the trailer to the towing vehicle
 - In this manoeuvre, the towing vehicle is moved forward and reversed until it is in line with the trailer, and the trailer is attached to it. The coupling mechanisms, brakes and electrical connections are checked.

The test starts as the candidate drives the vehicle combination in through the entrance gate. The test ends when the candidate announces that the actions and manoeuvres have been completed. The handling test must be completed within 15 minutes.

A = Width of the area is vehicle width + 1.5 m

B = Length of the area is vehicle length + 1.5 m

C = Length of combination + 5 m

D = Width of obstacle 12 m

E = Distance between the areas (PV, VA) 3 m

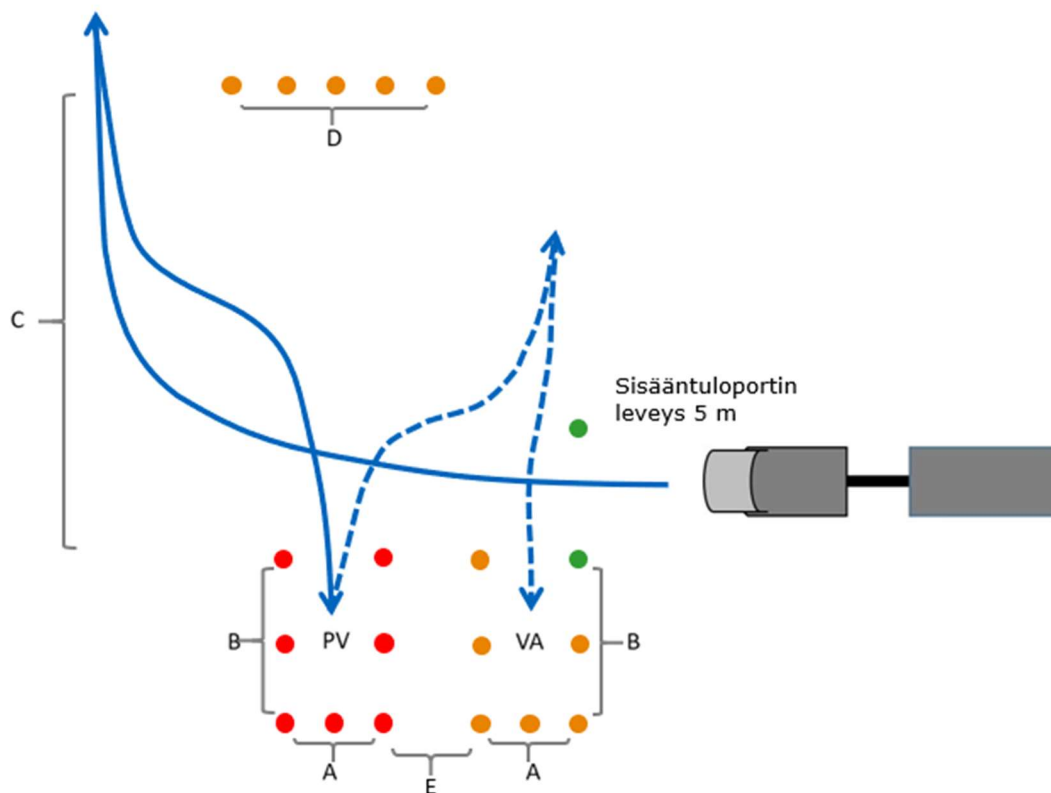
PV = Area intended for the trailer

VA = Area intended for the towing vehicle

Obstacle D is placed symmetrically opposite to area PV.

The entrance gate is marked with green cones in the figure. It should be located at the right side of area VA, and its width is 5 m.

The areas (PV, VA) are marked with cones of different colours. The minimum height of the cones used to mark the course should be 0.4 m. The distances between the cones used in the manoeuvre are measured from the inner edges of the bases of the markers.



3.3 Assessment of the handling test and decision

In the handling test, the candidate's skills in reversing a combination vehicle and a towing vehicle as well as detaching and attaching a trailer are assessed. In connection with detaching and attaching the trailer, the assessment also covers ensuring that the trailer will not roll when detached and checking the roadworthiness of the combination once the trailer has been attached.

The handling test is regarded as being rejected if:

- The examiner interrupts the test if they observe that continuing it would result in an immediate risk of personal injuries or damage to the combination
- The candidate causes damage to the vehicle combination
- The candidate does not check the coupling of the trailer with the towing vehicle
- The candidate does not check that the trailer will not roll before detaching it
- The candidate does not check the roadworthiness of the vehicle combination
- The candidate neglects one of the connections between the towing vehicle and the trailer
- The candidate does not check the condition of the connecting mechanisms
- The candidate does not check that brakes have been released
- The vehicle combination is damaged
- The vehicle combination touches a cone, or some part of it crosses the boundaries of the area defined for the task
- The manoeuvres listed in section 3.2 are not completed within the given time

4 Category CE semi-trailer combination

4.1 Purpose of the handling test

The purpose of the handling test is to ensure that the candidate is able to handle the vehicle combination safely, is aware of its dimensions and ensures that there is no risk of damage to the combination

4.2 Contents of the handling test

The handling test consists of three manoeuvres:

1. Reversing a trailer into area PV
 - The manoeuvre starts when the candidate drives the vehicle in through the entrance gate. The candidate may select the spot from which they start reversing. In this manoeuvre, the trailer should be reversed to the area reserved for it. At the end, the trailer must be fully within area PV.
2. Detaching the trailer from the towing vehicle and reversing the towing vehicle into area VA
 - In this manoeuvre, the combination should be parked and the trailer detached. The towing vehicle should be moved forward and reversed into area VA. At the end, the trailer must be fully within area VA.
3. Attaching the trailer to the towing vehicle
 - In this manoeuvre, the towing vehicle is moved forward and reversed until it is in line with the trailer, and the trailer is attached to it. The coupling mechanisms, brakes and electrical connections are checked.

The test starts as the candidate drives the vehicle combination in through the entrance gate. The test ends when the candidate announces that the actions and manoeuvres have been completed. The handling test must be completed within 15 minutes.

A = Width of the area is vehicle width + 1.5 m

B = Length of the area is vehicle length + 1.5 m

C = Length of combination + 2m

D = Width of obstacle 12 m

E = Distance between the areas (PV, VA) 3 m

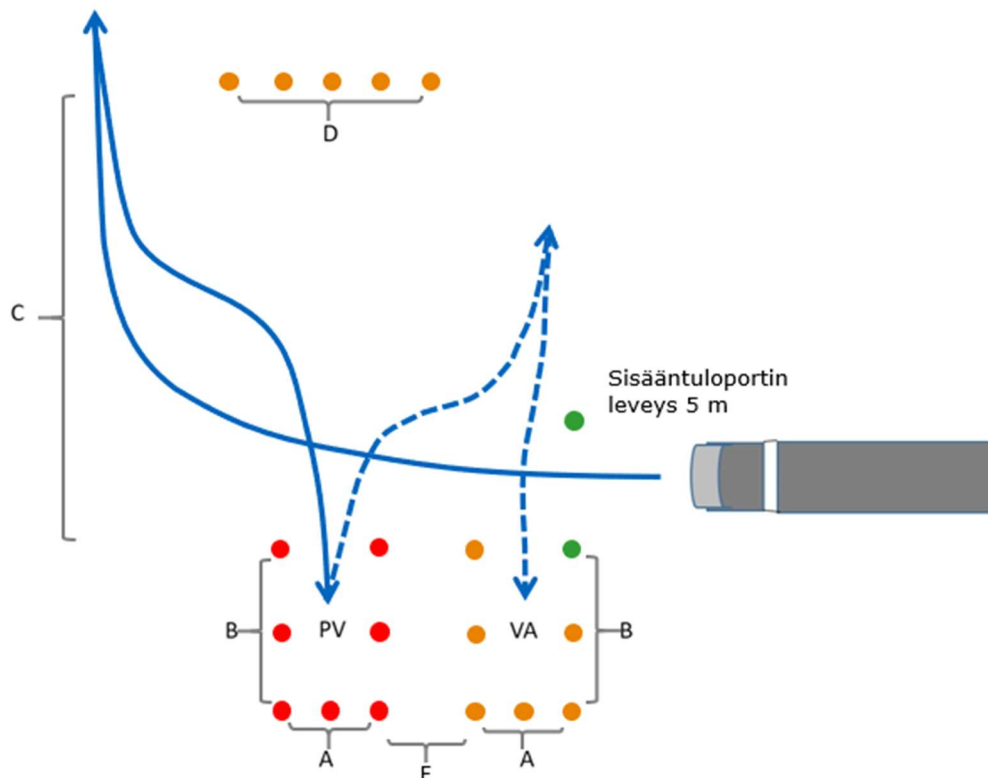
PV = Area intended for the trailer

VA = Area intended for the towing vehicle

Obstacle D is placed symmetrically opposite to area PV

The entrance gate is marked with green cones in the figure. It should be located at the right side of area VA, and its width is 5 m

The areas (PV, VA) are marked with cones of different colours. The minimum height of the cones used to mark the course should be 0.4 m. The distances between the cones used in the manoeuvre are measured from the inner edges of the bases of the markers.



4.3 Assessment of the handling test and decision

In the handling test, the candidate's skills in reversing a combination vehicle and a towing vehicle as well as detaching and attaching a trailer are assessed. In connection with detaching and attaching the trailer, the assessment also covers ensuring that the trailer will not roll when detached and checking the roadworthiness of the combination once the trailer has been attached.

The handling test is regarded as being rejected if:

- The examiner interrupts the test if they observe that continuing it would result in an immediate risk of personal injuries or damage to the combination
- The candidate causes damage to the vehicle combination
- The candidate does not check the coupling of the trailer with the towing vehicle
- The candidate does not check that the trailer will not roll before detaching it
- The candidate does not check the roadworthiness of the vehicle combination
- The candidate neglects one of the connections between the towing vehicle and the trailer
- The candidate does not check the condition of the connecting mechanisms
- The candidate does not check that brakes have been released
- The vehicle combination is damaged

- The vehicle combination touches a cone, or some part of it crosses the boundaries of the area defined for the task
- The manoeuvres listed in section 4.2 are not completed within the given time