

10 ADDITIONAL INFORMATION IMPORTANT TO DRIVERS

10.1 Parking Regulations

A person is not permitted to stop, stand or park a vehicle except to avoid conflict with other traffic or in compliance with law or the directions of a peace officer or traffic control device, in any of the following places:

- a) on a sidewalk;
- b) in front of a public or private driveway;
- c) within an intersection;
- d) within 5 metres (16 feet) from the point on a curb opposite a fire hydrant;
- e) on a crosswalk;
- f) within 5 metres (16 feet) of a crosswalk at an intersection;
- g) within 10 metres (32 feet) upon the approach to any flashing beacon, stop sign or traffic control signal located at the side of a roadway;
- h) between a safety zone and the adjacent curb or within 10 metres (32 feet) of points on the curb immediately opposite the ends of a safety zone, unless the local authority indicates a different length by signs or markings;
- i) within 15 metres (50 feet) of the nearest rail of a railroad crossing;
- j) within 10 metres (32 feet) of the driveway entrance to any fire station and on the side of a street opposite to any fire station within 25 metres (82 feet) of said entrance;
- k) alongside or opposite any street excavation or obstruction when stopping, standing or parking would obstruct traffic;
- l) on the roadway side of any vehicle stopped or parked at the edge of a curb of a street;
- m) upon any bridge or other elevated structure upon a highway or within a highway tunnel;

- n) at any place where official signs prohibit stopping;
- o) more than 50 centimetres (20 inches) from a curb;
- p) upon a provincial highway so as to interfere with snow ploughing operations.

10.2 Following

It is illegal for a commercial motor vehicle (other than a police vehicle) or a vehicle towing a trailer or a mobile home to follow another vehicle within 60 metres (200 feet) when travelling upon a highway outside a business or residential district except for the purpose of overtaking and passing.

10.3 Following Fire Vehicles

It is an offence to follow within 150 metres (500 feet) of any fire apparatus which is answering an alarm. It is also an offence to drive or park within 150 metres (500 feet) of any fire apparatus which has stopped in answer to an alarm. Driving over a fire hose is prohibited unless instructed to do so by a fire department official in charge.

10.4 Riding in the Back Portion of a Vehicle

No person shall operate a motor vehicle on a highway with a person riding on a portion of the motor vehicle that is not designed or normally used for carrying passengers unless:

- a) the motor vehicle is used in a parade that is approved by an appropriate governmental authority;
- b) the motor vehicle is transporting persons who are working while being transported on the motor vehicle; or
- c) the motor vehicle is transporting persons to or from a worksite.

No person shall ride in or on a trailer or semi-trailer that is being hauled on a highway by a motor vehicle or a farm tractor unless:

- a) the person is taking part in a parade that is approved by an appropriate governmental authority;
- b) the person is being transported to or from a worksite.

No person shall operate a motor vehicle or farm tractor with a person riding in or on a trailer or semi-trailer that is hauled on a highway by the motor vehicle or farm tractor unless:

- a) the trailer or semi-trailer is being used in a parade that is approved by an appropriate governmental authority;
- b) the trailer or semi-trailer is transporting persons who are working while being transported in or on the trailer or semi-trailer; or
- c) the trailer or semi-trailer is transporting persons to or from a worksite.

10.5 Driving Tips

- Stop driving when you become drowsy. Pull off the highway as soon as it is safe to do so. Drowsiness is one of the greatest dangers in highway driving.
- Avoid distractions while driving, especially on high speed roads. Keep your eyes on the road not on other passengers in the vehicle. Do not drive with animals loose in the car.
- When you leave the highway after a long drive and begin to drive on two-lane highways and/or city streets, you must make a complete adjustment in speed and vision to the changes in driving conditions.

10.6 Fuel Efficient Driving Techniques

Safety should be your number one concern every time you get behind the wheel of a vehicle. The good news is that practising defensive driving techniques not only improves road safety, it also reduces fuel consumption and cuts exhaust emissions that contribute to climate change and urban smog. Depending on your driving habits and how often you drive, these basic techniques and useful tips could save you hundreds of dollars a year in fuel maintenance costs:

How You Drive

Don't drive aggressively: it is both safer and more fuel-efficient to maintain a steady speed on the road, accelerate smoothly when passing or merging with faster traffic and avoid hard braking. European tests have shown that aggressive driving - frequent rapid acceleration and hard braking - can increase fuel consumption by up to 39 percent.

Reduce your speed: never drive faster than the posted speed limit. Increasing your highway cruising speed from 100 km/h to 120 km/h will increase fuel consumption by up to 20 percent.

Don't idle: if you are going to be stopped for more than 10 seconds, except in traffic, turn off your engine. Idling your vehicle for longer than 10 seconds uses more fuel than it takes to restart your vehicle. For more information visit: idling.gc.ca

Plan your trips: combine errands and to avoid traffic jams, steep hills, road construction, etc. Combining a number of short trips into one longer one allows your engine and drivetrain to reach peak operating temperature, which is not possible on trips of less than 5 km. Avoiding trouble spots shortens your travel time and reduces unnecessary idling.

Manual transmission: if you are driving a vehicle with a manual transmission, learn how to use it properly for maximum fuel savings. A tachometer can help you shift the transmission at the most fuel-efficient engine speeds (the owners' manual will indicate these speeds).

Maintaining your vehicle

Maintain your vehicle: follow the vehicle manufacturer's recommended operating procedures and maintenance schedule in your owner's manual. Regular maintenance such as oil and filter changes will not only prevent early degeneration of your vehicle's components, it will also keep them operating at their most fuel-efficient level. A clogged air filter can increase fuel consumption by up to 10 percent. Regular maintenance will keep your vehicle operating safely, save you money and, at the same time, help the environment.

Check your tires: measure the pressure of your tires at least once a month when the tires are cold (i.e. the vehicle has been stationary for at least three hours or has not been driven more than 2 km). If you have to drive more than 2 km to add air, check the tires before you leave and then add the amount of air that is missing from this reading. Inflate the tires to the recommended pressure, usually indicated on the car door, glove compartment or in the owner's manual. With proper tire inflation, your car will burn less fuel and be safer to drive. A vehicle with tires that are under inflated by 56 kPa (8 psi) increases fuel consumption by 4 percent. For more information visit: betiresmart.ca

Buying a Fuel-Efficient Vehicle

Find the vehicle that meets your everyday needs: when buying a vehicle, it's important to find the most fuel-efficient model that meets your everyday needs. If you're shopping for a car or light truck, the Fuel Consumption Guide from Natural Resources Canada (NRCan) is the place to start. This Guide lets you compare vehicle information, including fuel-consumption ratings, estimated annual fuel costs and fuel use, and carbon dioxide emissions.

Make fuel-efficient choices: be aware of the effect certain options, such as power seats, large engine size, 4-wheel drive and oversized tires, can have on your fuel efficiency by adding weight and draining power from the engine.

Fuel-Efficient Features

Air conditioning: in summer, minimize your use of air conditioning. Operating an air conditioner in hot weather can increase fuel consumption by more than 20 percent in city driving. A more fuel-efficient option for staying cool is to open a window. However, at highway speeds, use your car's flow-through ventilation - open windows and sunroofs increase aerodynamic drag, which makes the engine work harder and consume more fuel. If you must use your vehicle's air conditioning, avoid running it continuously; shut it off after the interior is cool or set the controls to a comfort level that allows the system to cycle.

Block heaters: use a block heater in the winter to warm the engine oil and make cold starts easier on your engine components. Your vehicle's oil does not freeze when the temperature dips below 0° C, but it does get much thicker. This means your engine has to work harder and use more fuel. Use a timer to switch the block heater on two hours before you plan to drive. Proper use of a block heater can improve your vehicle's overall fuel economy by as much as 10 percent. But don't leave your block heater on overnight or your energy savings will disappear in a higher electricity bill.

Remote car starters: are handy on cold winter mornings, but don't start your car too soon - in most driving conditions, today's modern engines need to warm-up for only 30 seconds, even on cold mornings. Also, allowing your car to idle too long wastes gas and produces unnecessary exhaust emissions.

Cruise control: use it for highway driving to maintain a constant speed, avoid inadvertent speeding and save fuel. The exception is on hilly terrain, where it's a good idea to allow the vehicle's speed to drop slightly going uphill and then let gravity help you build up speed again (to a safe level) going down the other side.

Remove them when they're not needed: ski racks, roof racks and heavy items in your trunk also add weight and cause you to burn more fuel.

You will find other useful tips, information and tools at vehicles.gc.ca

10.7 What Motorists Need to Know About Trucks and Their Limitations

Trucks are not large cars. They are a different species of highway creature. Whether they are accelerating, braking, climbing a hill, switching lanes or turning onto a side street, tractor-trailer trucks must perform certain manoeuvres that drivers of automobiles must understand.

A typical tractor-trailer combination – a power unit pulling a loaded semi-trailer – may weigh up to 49,500 kilograms. Depending on the trailer length – 12.2, 13.7, 14.6 or 16.2 metres – the total length of the combination may exceed 23 metres. On the busiest intercity routes a motorist may encounter double trailer combinations (B-trains) up to 25 metres in length and weighing up to 62,500 kilograms.

These large trucks, at a traffic light, accelerate much slower than the typical late-model automobile. The truck may have to go through nine to eighteen gears – a relatively lengthy process – to reach the speed limit. The truck may have two or three times more power than a car but with 31,750 kilograms or more of trailer and cargo behind it, a truck engine must move 30 to 50 times more weight than does a car engine.

Braking

Most motorists understand that a semi-trailer will take more time and distance to brake to a stop than a car travelling at the same speed. But how much more? Typically, a passenger sedan travelling 90 kilometres per hour stops in 56 metres while a sleeper-cab tractor with a loaded trailer requires a minimum 60 metres.

As well, it takes almost as long to stop a “bobtail” – a tractor running without its trailer – as it does to stop a loaded tractor-trailer combination. Without the weight of a trailer on its rear wheels, the bobtail comes to a stop only after travelling 56 metres.

When motorists fail to understand the physical forces that act on trucks, the resulting confusion can have serious consequences. Using the example of a bobtail’s braking distance, our “instincts” tell us that a lightly loaded truck should have less momentum and a shorter stopping distance than one carrying a heavy load - and that a bobtail should stop fastest of all. The fatal collision rate for bobtails was more than 13 times higher than that for tractors pulling trailers.

Braking distances are increased by two additional factors: reaction time and brake lag. Reaction time is the number of seconds it takes a driver to recognize a problem and take the appropriate action. The average reaction time of most people is three-quarters of a second. At 90 kilometres per hour, a truck will travel 18 metres before the driver applies the brakes.

Brake lag, the period of time between the application of the foot valve and the time the brakes react to maximum brake efficiency, is more evident in trucks. The hydraulic brakes on automobiles and smaller trucks engage almost immediately. In tractor-trailers, however, the air-brake systems that transmit braking power from the tractor to the trailer are subject to a lag that can add many metres to the stopping distance.

A combination truck travelling at 90 kilometres per hour with a full load under ideal conditions will travel a total of 102 metres before coming to a complete stop. With hot brakes, the distance will be even longer, in excess of 103 metres. A tractor-trailer of any kind takes far longer to stop than does a passenger car and motorists must take this into account while driving.

Braking characteristics are not the only way in which motorists may be confused by a truck’s actions.

Turning characteristics have the same effect. For example, many motorists following a semi-trailer assume that if the truck moves to the left it is preparing to make a left turn.

In fact, tractor-trailer trucks often swing out to the left as the first step in making a right turn. Particularly when making a tight turn at an urban intersection or when pulling off the street into a driveway, the tractor must swing to the left first to prevent the trailer from riding up over the curb or striking vehicles in the parking lane. Unprepared motorists, however, sometimes misinterpret this preliminary swing to the left as the beginning of a left turn that will allow them to pass the truck on the right. When the truck proves to be turning right, the auto is trapped between the truck and the curb in the “right turn squeeze”.

When following a truck, observe its turn signals before trying to pass on the right at an intersection.

A Trucker’s Blind Spots

One of the most serious misjudgments motorists make about trucks concerns a trucker’s field of vision. Many motorists believe that because a truck driver sits twice as high as the driver of an auto, he can see farther ahead and can react more promptly to events as they develop. True, the trucker has a better view over the top of any cars ahead of him but truckers have serious blind spots motorists do not have – immediately in front, on either side of the cab and up to 60 metres in the rear.

A trucker cannot see over or through another tractor trailer in front of him any better than a motorist can and may have a limited view of the road directly in front of his cab. If he is driving a tractor with a long hood, a trucker may not be able to see the first 6 metres of concrete in front of his bumper – ample space for a car to slip unnoticed into a position of danger. Even on some of the more streamlined tractors with sloped hoods or with no front hood (called cab-overs), there can be a blind spot of up to 3 metres.

The blind spots on the sides and in the rear hamper a trucker's ability to take evasive action to avoid collisions, so motorists must be careful to ensure their vehicle will be seen. An often cited rule of thumb for motorists overtaking a semi-trailer is, if you cannot see the truck driver in his side mirror, he cannot see you.

10.8 Your Road Driving Test

The road driving test is an important part of your driver licence examination.

No tricks are played and you will not be asked to do anything unlawful but you will be expected to obey all traffic laws. In addition, you will be expected to give all signals required by law - either by hand and arm or approved mechanical indicators.

The vehicle in which you take the test must be in good mechanical condition. Defective equipment or improper registration plates will result in a delay of the driving test until legal requirements are met. If the test is delayed, you must arrange for a new driving test.

If you have an instructional licence, you must be accompanied to the Examining Station by a licensed driver. If you are presently unlicensed, then a licensed driver must drive your vehicle to the Examining Station.

Applicants for a Class 4 licence will be road tested in the type of vehicle they intend driving. The medical fitness report will be identified as being either for an *ambulance, taxi or small bus*. The road test will then be taken only in that type of vehicle.

Applicants for all other classes (Classes 1, 2, 3, 5, 6 and 9) will be road tested in the type of vehicle covered by those classes.

The driving test is not difficult. Remember that thousands of drivers have been successful on tests and are now licensed to drive. They can do it, so can you. Being relaxed and doing the best you can will help both yourself and the Driver Examiner.

After you pass your driving test and receive your driver's licence, continue to drive in the safe manner you demonstrated during the test. You will have received the driving privilege with the understanding that you will obey all traffic laws and safe driving practices. The Motor Vehicle Branch keeps a record of all reported traffic violations and collisions. The driving privilege may be withdrawn if drivers are convicted of traffic offences or contribute to traffic collisions. Protect your driving privilege.

The Department of Public Safety extends best wishes for safe and pleasant driving.

10.9 A Note of Encouragement

You do not have to worry about taking the road test. The Driver Examiner is there to help you.

Examiners will be courteous and polite and you should not feel intimidated. Talk with the Driver Examiner before the road test and get to know him or her.

Driver Examiners do understand that you are nervous. You must learn to relax both for the test and in regular driving. Please ask any questions before proceeding with the road test.

Good luck on your test and please drive carefully!

*Susan McCracken
Chief Driver Examiner
Deputy Registrar of Motor Vehicles*

10.10 Consent Form

The Consent Form must be signed by a parent or a legally appointed guardian who has legal custody of applicant.

NOTE: Authorizing signature must ensure that the consent form is properly completed and witnessed by a non-relative

* *This consent form may be removed from this handbook for use.*





CONSENT FORM • FORMULE DE CONSENTEMENT



To: The Registrar of Motor Vehicles

Au : Registraire des véhicules à moteur

Consent is hereby given for the issuance of a licence to operate a Motor Vehicle to:

Je consens, par les présentes, à ce qu'un permis de conduire d'un véhicule à moteur soit délivré à :

who was born on
qui est né(e) le

Day	Month	Year
<i>Jour</i>	<i>Mois</i>	<i>Année</i>

I am the
Je suis le (la)

Father
Père

Mother
Mère

Guardian
Tuteur(trice)

of the applicant named above.
du demandeur nommé ci-dessus.

Non-Related Witness
Témoin non-parent

Date

Signature of Parent or Guardian
Signature du parent ou du tuteur