Pre Test Assessment Guidelines

As part of E-YARD's continuing commitment to providing our Associates with the highest level of Advanced Car & Motorcycle training and ensure the best opportunity to achieve a successful test pass, all Associates are required to undertake a 'Mock Advanced Test' (MAT) or as officially referred to Pre Test Assessment (PTA).

The Pre Test Assessment (PTA) is designed to assess an associate's readiness to apply for the RoADAR Advanced Car or Motorcycle test.
It is designed to replicate the format, structure, brief, practical ride/drive, de-brief and test report to prepare the associate for their actual test.
It will **NOT** however deliver a 'grade' either ***directly or by suggestion***.

Procedure for arranging a PTA

- Once a Group Tutor feels that their associate is ready for test the Training Officer (TO) will be informed.
- The TO will contact the PTA Assessor (PTAA) with details of the associate to be PTA'd.
- The PTAA will then contact the associate to arrange a mutually agreeable appointment to conduct the PTA, This will replicate the way RoADAR tests are arranged – it may vary between examiners i.e. email/text/phone.
- Once an appointment has been arranged the TO and the associates Tutor should be informed in writing. A WhatsApp message will be the appropriate medium for this due to its secure, encrypted nature for compliance with General Data Protection Regulation (GDPR).

The format and conduct of the PTA

- The PTA will be conducted in as near test condition as possible.
- The meeting will be in a public place with facilities for comfort such as drinks and toilet
- Somewhere suitable conduct a verbal briefing and complete relevant paperwork.
- The briefing will explain the format of the PTA
    - This should include;
        - recording of associate details
        - eyesight check
        - document check,
    - Consideration should be given to checking;
        - knowledge of RoadCraft
        - Highway Code,
        - Goals for Driver Education,
        - POWDDERSS/POWDER,
        - IAMSAFE and
        - Moving Brake Test.
    - The parameters should also be set out. This should include;
        - a brief description of the route to be taken
        - end-point for the PTA,
        - separation advice,
        - advice regarding speed limits, and overtaking,
        - commentary (for cars only)

The PTAA **WILL NOT** carry out any Instructional duties during the course of the PTA
NO GRADE will be awarded or suggested resultant of the PTA – the associates' expectation must be managed.
Performance on the day of the actual test could vary due to various factors.
Simply **YES** – ready for test or **NO** with feedback to address remedial development.

Post Pre Test Assessment

- Post PTA the PTAA will complete a **PTA report**.
- The report will be generated using the Pre Test Assessment Template found in the E-YARD Training Library
- Comments will be generated using the Bike or Car Pre Test Assessment Marking Guidelines (source document) to define the observations of performance.
- The relevant wording will be cut and pasted from the source document.
- Free-text entry will be used to provide supportive evidence of the marking guideline comments, significant incidents occurring on the PTA or other relevant information (see example)
- The format of the PTA Report mirrors what an examiner will prepare and process through RoADAR HQ and send to the Associate. *The actual Test Report will include the Grade awarded*.
- The PTA must **NOT include or suggest a likely grade award**

The completed PTA Report will then be sent in PDF format to the TO, The Associate and their Tutor (attached to a WhatsApp message for security)

Outcome of the PTA

If the Associate is considered ready for their Advanced Test then they will be advised to apply for it using the hyperlink on the E-YARD website (Main Page - The Test > scroll to bottom of page and select Initial Advanced Test Application Form)
If remedial training is required the Associate will address the development aspects raised addressed in a development plan formulated with their tutor with guidance from the TO or an Advanced Tutor if required

Glossary of Terminology

Associate – An E-YARD member who has not yet taken and passed an advanced test
TO – Training Officer (x1). Co-ordinator for all training matters. CPOC for Tutors
PTAA - Pre Test Assessment Assessor (x2- 1 for motorcycles/1for cars) – SPOC ensures consistency
Group Tutor – A locally qualified Tutor who has successfully completed the E-YARD Group Tutor Competency Based Training Programme and is currently qualified
AT – Advanced Tutor – A Tutor who has successfully passed the National RoADAR Advanced Tutor Test and is currently qualified in this role.

MAT – Mock Advanced Test (PTA)
E-YARD (East Yorkshire Advanced Riders And Driver) – The colloquial name for; RoSPA Advanced Drivers And Riders – East Yorkshire
RoADAR – **Ro**(*yal Society for the Prevention of Accidents*) **A**dvanced **D**river **A**nd **R**iders
PTA Pre Test Assessment
PTA Report – Generated by the PTAA
CPOC Central Point Of Contact
SPOC Single Point Of Contact
GDPR General Data Protection Regulation compliance – UK legislation regulating how information is held and used on people by organisations. In E-YARD' case the information held on members will only be used in relation to club matters and upon any person leaving the club their details will be removed from all E-YARD systems

Appendix P1 PTA

Pre Test Assessment (PTA)

Name	John SMITH	Membership No.	12123

Make	Nissan		Model	Sunny
Type	Car		Reg	AS10ABC
Year			Colour	Green

Preparation	1 Full control and machine roadworthiness checks completed.
Steering	3 Accurate, safe and smooth steering action throughout.
Clutch	5 Was sometimes a bit sharp on releasing clutch.
Gears	13 Rather hurried changes, produced some roughness.
Brakes	3 Smooth positive use with good planning and acceleration sense.
Accelerator	2 Smooth and progressive use, showed good Acceleration Sense.
Mirrors	1 Mirrors used as often as necessary; fully aware of what was happening behind.
Horn	2 Apparent that the horn was considered as appropriate.
Visibility	10 Poor ventilation allowed vehicle to steam up, reducing visibility.
Stop/Moving O	1 Correct use of safety measures in relation to both manoeuvres.
System	11 "System" application was inconsistent; this did not detract from the safety of the drive, but affected quality.
Positioning	2 Positioning at junctions, roundabouts and other hazards entirely satisfactory.
Cornering	6 Cornering basically correct.
Signalling	2 Correct signals given according to "System" as required.
Reaction to signs	4 Awareness of signs and hazards well developed with a considered approach to both.
Reversing	12 Not required as part of test.
Progress	3 A brisk and business like approach to opportunities.
Overtaking	2 Good approach work; no opportunities lost.
Deportment	4 Deportment correct, hands well positioned.
Consideration/Restraint	1 Very considerate, courteous and safe at all times.
Speed	7 Generally good, but with the odd lapse.
Temperament	10 Was rather nervous, and never really settled.
Vehicle sympathy	1 Was well aware of the capabilities of the vehicle and never tried to exceed them.
Obss. Hazard Assessment	2 Impressive and above average.
Judging distance	7 Satisfactory.
Commentary	3 Well above average in content and delivery.

Appendix P2 PTA

Concentration	1 Concentrated well throughout test.
Multi-lane	13 No opportunity to use a motorway on this occasion.
Highway Code	Not checked
Maintenance	2 Good knowledge and understanding
Date	1 January 2001
Assessor	M Jones

Overall Comments

John delivered a fair drive, but he was nervous and tense throughout.

This Pre Test Assessment did not let him down. He performed well as a driver, and displayed the virtues of an advanced driver. He is a very safe and generally progressive driver.

His Information gathering was excellent, he utilised cross views and 'scan & plan' and missed nothing. There were a couple of occasions where he could have benefitted from 'holding back' a little, but it was not detrimental to the drive. He was obviously planning, not reacting, and this was confirmed with a very good commentary, explaining what he could see and how he intended to deal with the hazards utilising the System of Car Control as defined in RoadCraft.

Positioning was generally good, positioning for safety and view at all times. He positioned well on rural roads to equalise potential danger from either side. This verbalised in commentary.

Speed was appropriate throughout although a little more progress could have been made on some country roads, albeit he explained he was tempering the speed for passenger comfort and vehicle sympathy. There were several occasions when lower speed limits were exceeded by a couple of miles per hour. This needs to be considered as it could be detrimental on a 'live' test, albeit the true speed was probably at the posted limit, given the percentage of inaccuracy built into modern speedometers, but the displayed speed is what will be seen by the examiner.

Gear selections was generally good, but lower gear could be held to create better flexibility and stability. He did mention 'eco' driving, but a discussion exposed that he was uncomfortable with this and recognised his use of the gears could be improved. As he said in post test discussion he normally would hold a lower gear but was under pressure due to the circumstances