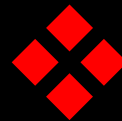


Pass the California DMV's
Driving **Performance** Evaluation...
by understanding why others failed



ROCK O. KENDALL

ATTORNEY AT LAW

28202 Cabot Road, Suite 300, Laguna Niguel, California 92677 (949) 388-0524
Cell (714) 404-4788 • www.dmv-law.com • Fax (949) 388-0564

You *can* pass the DMV test!

80% of my clients pass this exam.

100% get a chance to take lessons if they pass the written law test and their doctors are “okay” with driving.

To be in this **80%** pass group, most drivers will want to have at least six hours of behind-the-wheel instruction.





“I’m a good driver!”

“I don’t need lessons!”

“I’ve been driving 50 years!”

Being a good driver, for most of us, means we haven’t had any tickets or accidents in a long while, and no one has been honking at us.

Alas...

That, alone, isn’t enough to pass the DMV’s
“performance” exam.

A common lament of one who failed a driver's test:

*"I didn't look over my shoulder because I **knew** no one was there!"*

But this is a "**PERFORMANCE.**"

The DMV's official name for a behind-the-wheel drive test is:

"Driving Performance Evaluation."

What does “**performance**” mean?

It means... what you do matters.

The DMV will test what you “**know**” via the written “law” test back at its offices.

On the road—it is what you DO, not just what you KNOW, that counts. So don’t make the mistake of failing to “do” the right thing at the right time—even if you “know” no one is there.

PHYSICALLY DRIVE **using your entire body**



Look around—scan—as if you're at war!

EXAMPLE: Regarding your approach to intersections, the DMV says that some drivers do not obey traffic signals so **before** you enter...

- **look left,**
- **right,**
- **and ahead for approaching traffic...**
scanning like there's incoming fire!

I wanted to show how safe I am,
so I drove very *s l o w l y*.

- During your “performance” evaluation...
going too slow—10 miles per hour *UNDER*
the posted speed limit—is sufficient for a
failed drive test, even if you do nothing
else incorrectly. So, DRIVE THE CAR!
- But don’t go too fast either.
- Recall “Goldilocks” here: “*Just right.*”
- Ditto for *accelerating* and *stopping*.



“S.M.O.G.” every lateral movement*

- **S**ignal your intentions.
- Check your **M**irrors—inside and outside.
- Glance **O**ver your shoulder at blind spot.
- **G**o—if it is clear—while it is clear.

**Do each step every time you change lanes, turn, back up, pull over to or away from a curb.*

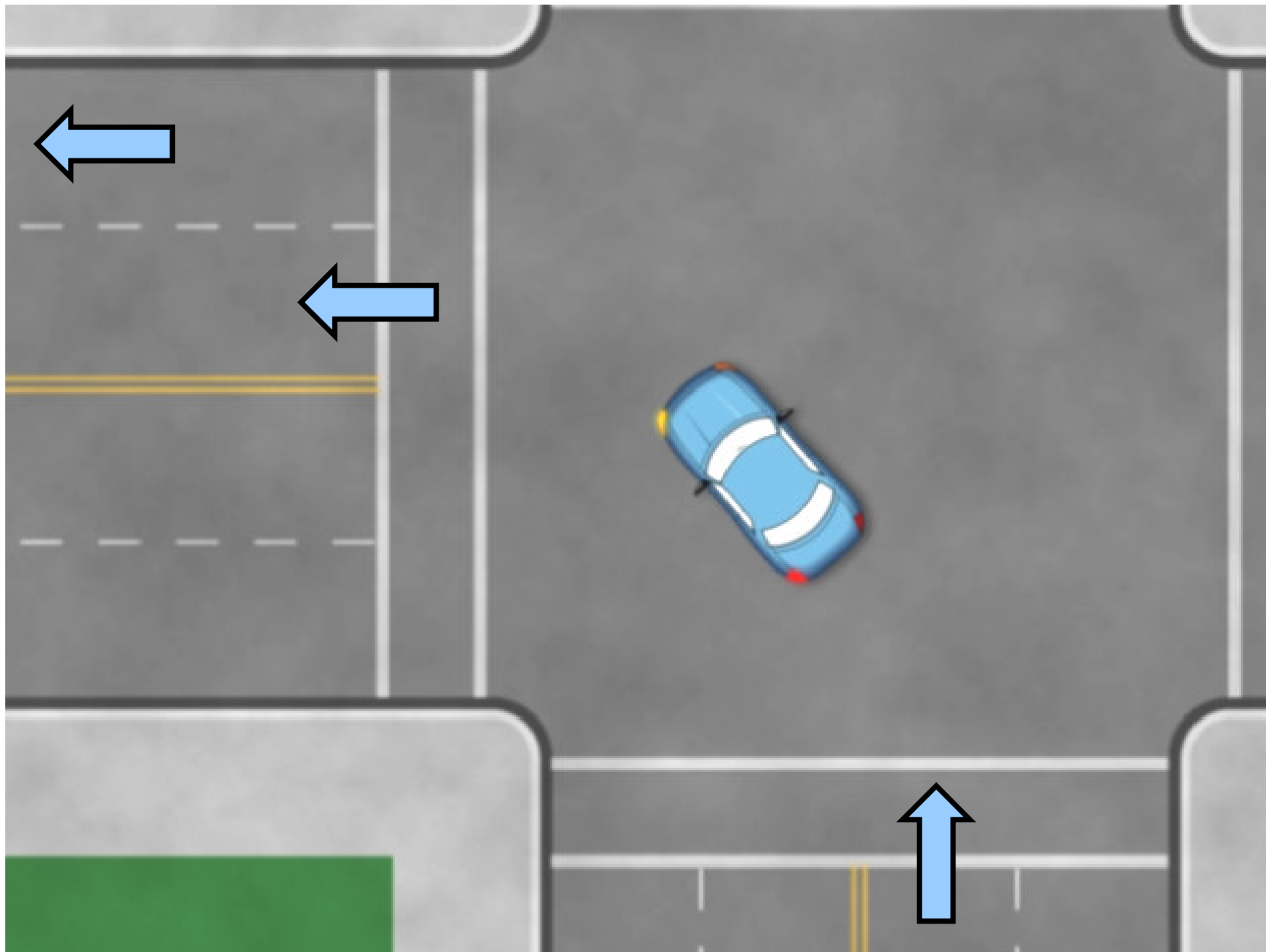
“My examiner tricked me by telling me to do two commands. I did. All at once.”

If your examiner tells you to turn left from the No. 1 (far left) lane and then get into the No. 2 lane, you'll want to do these **TWO** maneuvers ***separately***—in steps:

1. **Turn** from the No. 1 lane into the No. 1 lane.
2. Then **change lanes** from No. 1 to No. 2.

“S.M.O.G.” each maneuver separately, one at a time:

Signal, **M**irrors, Glance **O**ver my shoulder, **G**o.



Where should I take my “performance” test?

Someone said, “*The best place to succeed
is where you are with what you have.*”



Generally, the best place to take this test is
going to be **close to home**
where you have the most experience.

Don't forget your pre-drive checklist!

You'll be expected to know your "hand signals" and where all the major controls and parts are located on the car. For a **complete list**, study the "Pre-Drive Checklist" at the left side of the Driving Test Score Sheet provided at the end of the DMV's booklet "Driving Test Criteria."

Common errors include not being able to demonstrate the:

- Emergency/parking brake
- Emergency flashers
- Headlights including high/low beam settings
- Wipers and
- Defroster switches.

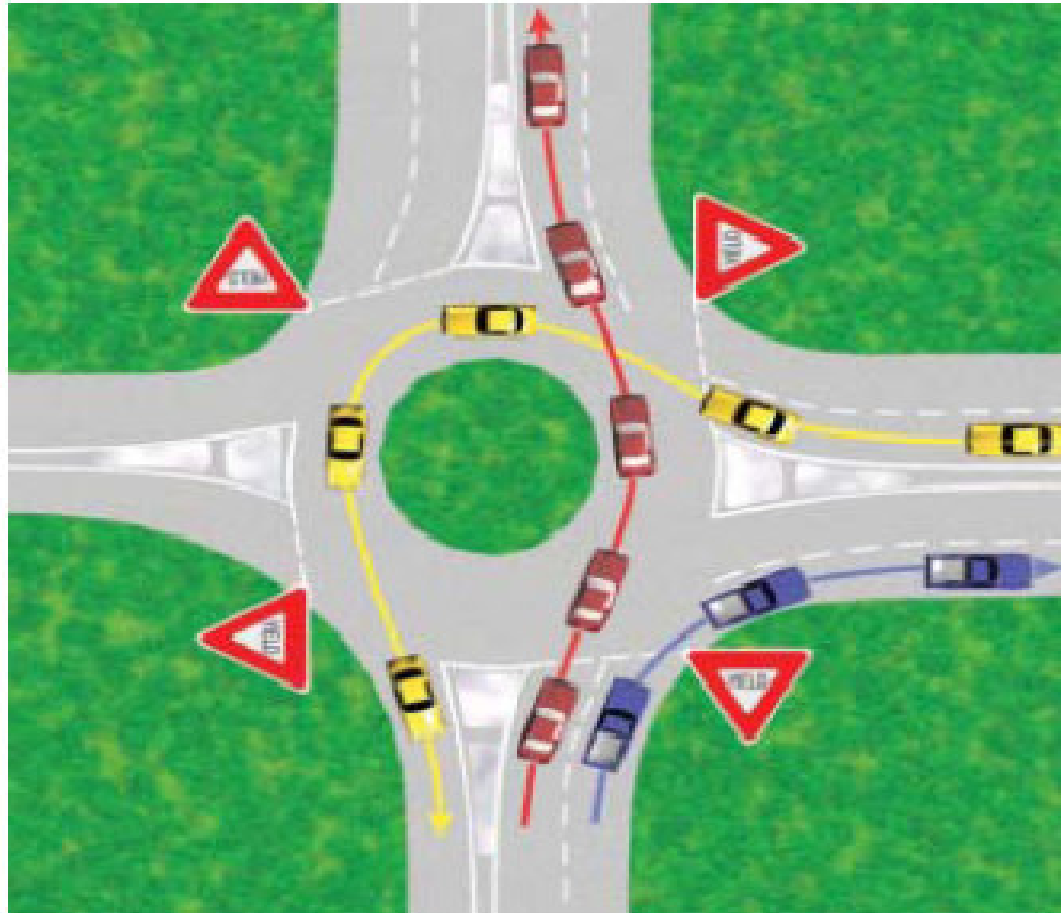
REMEMBER WHERE YOU PARKED!

16 Tips from Rock's Road Test video

1. Scan. Scan. Scan.
2. Use your mirrors.
3. Speed counts.
4. Constant speed during smooth lane changes.
5. Stay in your lane while turning (and S.M.O.G.*)
6. Center left turn lanes.
7. Be right. Stay right.
8. Backing up safely.
9. Smooth sailing on freeways.
10. Intersection safety.
11. A sure stop.
12. Special right turns.
13. No left feet.
14. Right turns on red lights.
15. Green arrow lights vs. solid green lights at intersections.
16. Merge vs. yield signs.

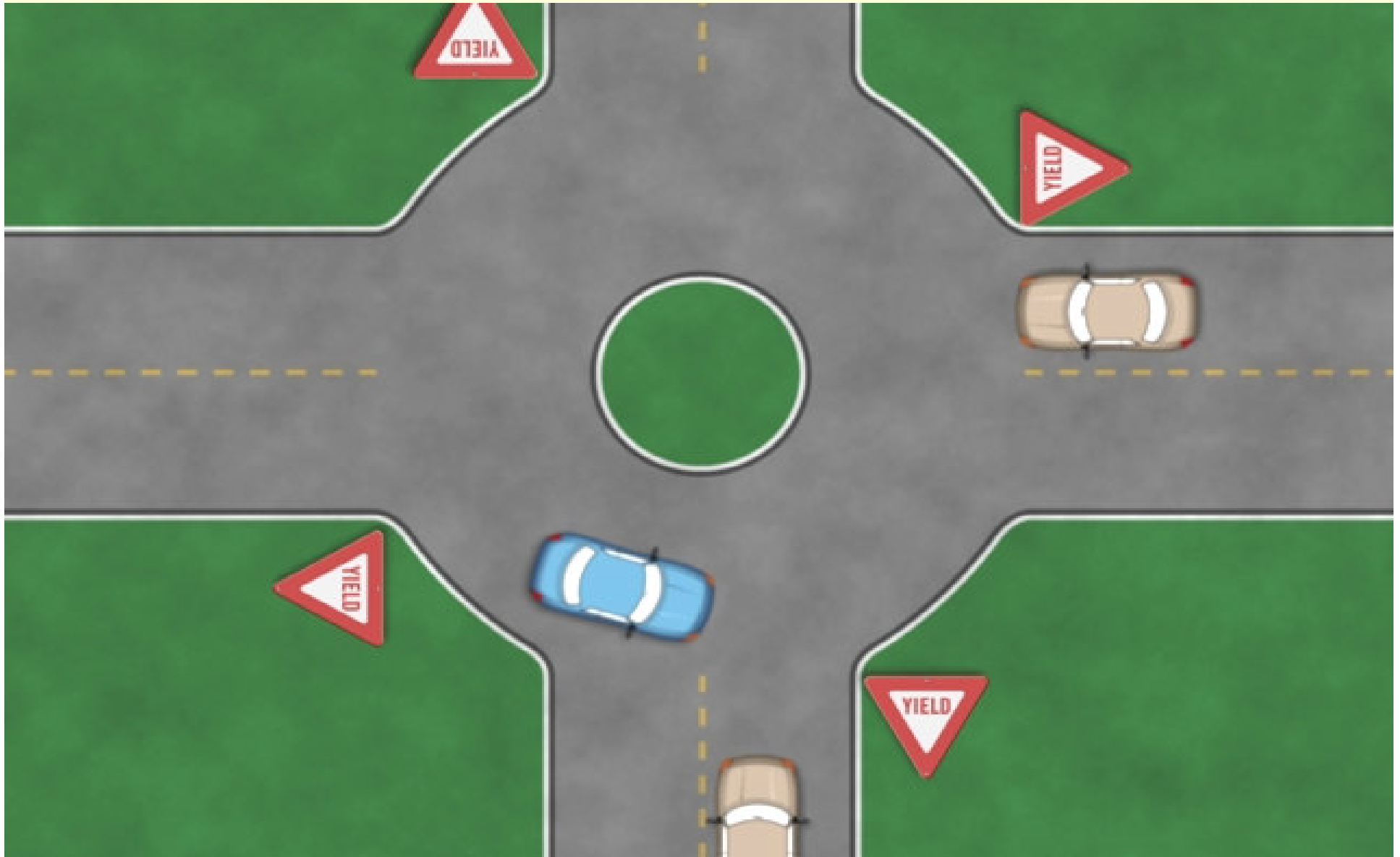
*Signal, Mirrors, Over shoulder, Go.

“Roundabout”



Multiple and single lane roundabout

Cars already on it have the right of way.
Travel on a roundabout is “counter-clockwise.”



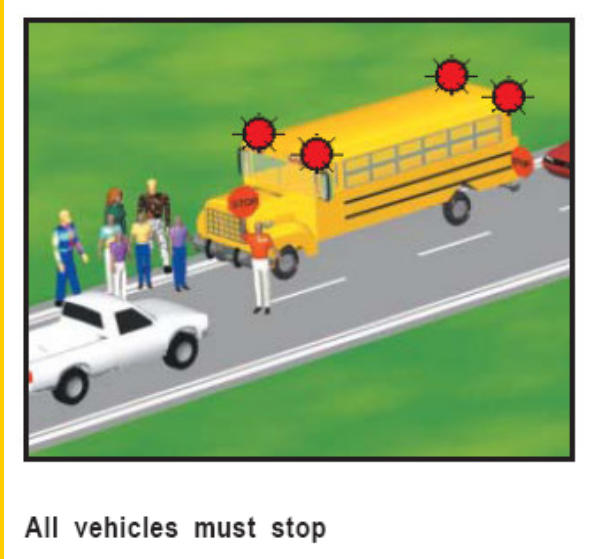
“Roundabout” as in Long Beach:
*Cars on it have right-of-way over cars
getting onto it.* Just like a “dance floor.”



School bus flashing red lights

When the bus flashes red lights (located at the top front and back of the bus), you must stop from either direction until the children are safely across the street and the lights stop flashing.

The law requires you to **remain stopped** as long as the red lights are flashing.



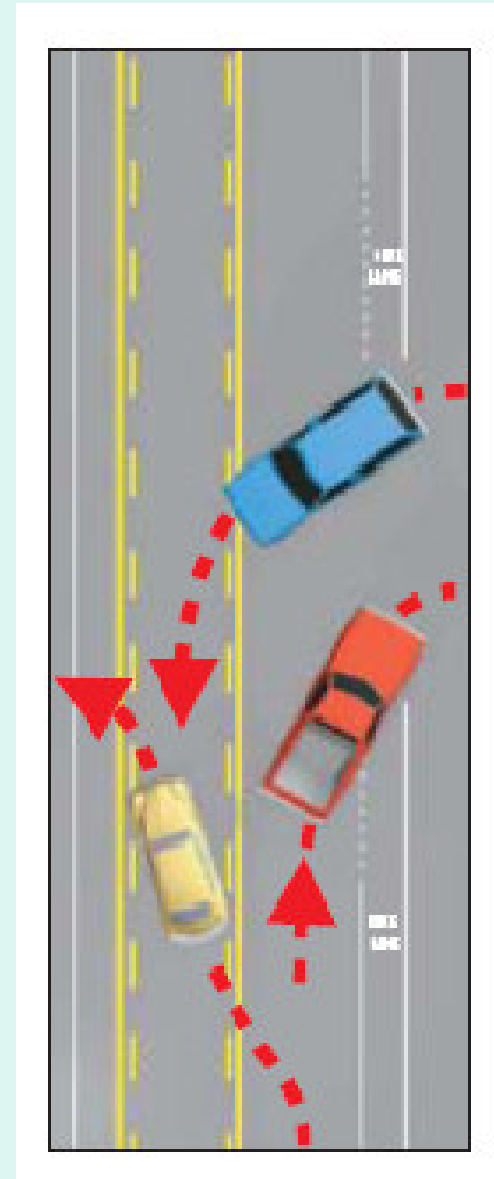
EXCEPTION: If the school bus is on the other side (facing you) of a divided or multilane highway (two or more lanes in each direction) you do not stop.

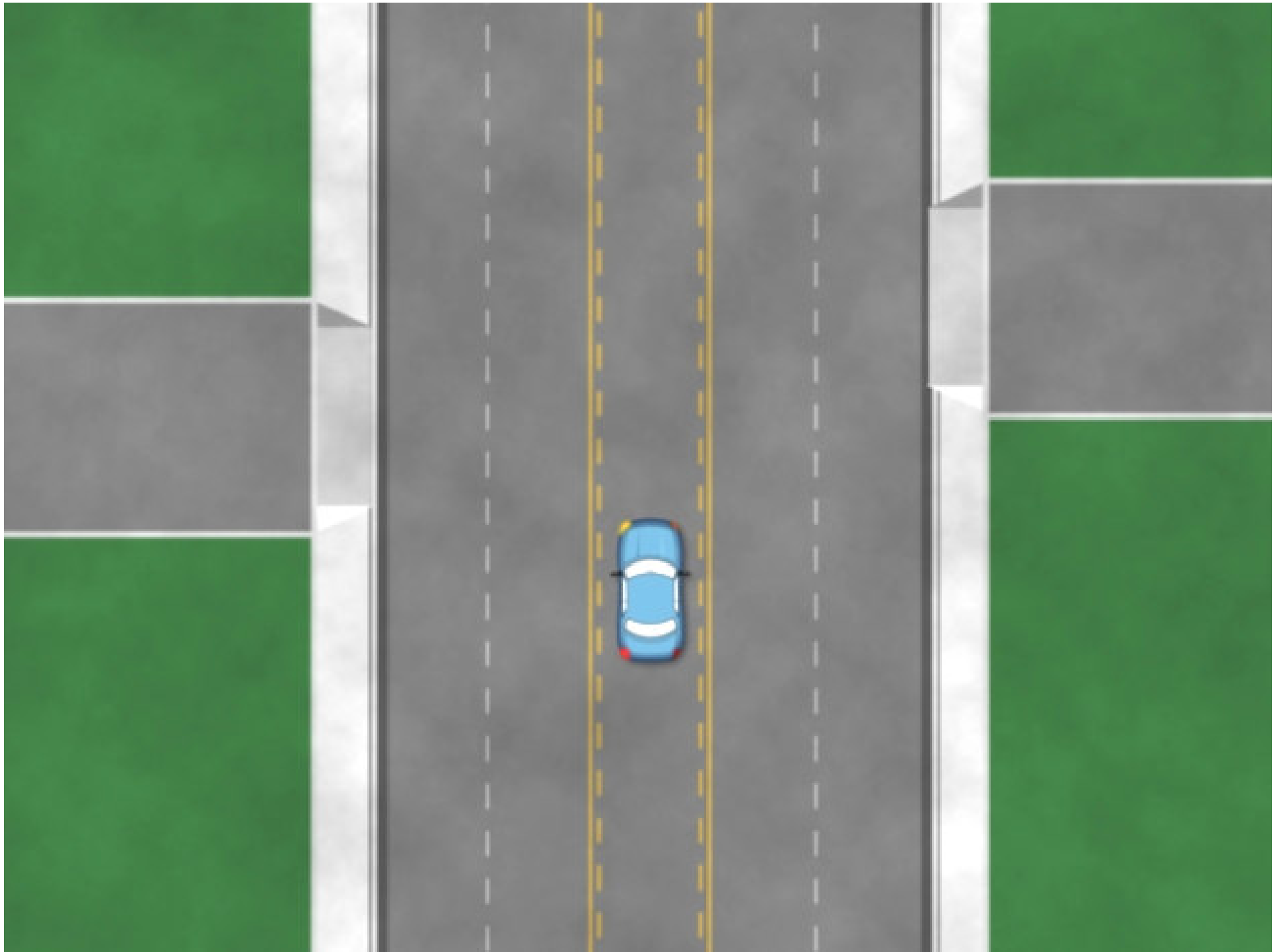
Center Left Turn Lanes are for *turning*

A center left turn lane is in the **middle** of a two-way street and is marked on both sides by two painted lines. The inner line is broken and the outer line is solid.

If a street has a center left turn lane, you **must** use it when you turn left [coming or going] or start a permitted U-turn. You may only drive for **200 feet** in the center left turn lane.

This lane is **not** a regular traffic lane or a passing lane. To turn left from this lane, signal and drive completely inside the center left turn lane. Do **not** stop with the back of your vehicle blocking traffic.



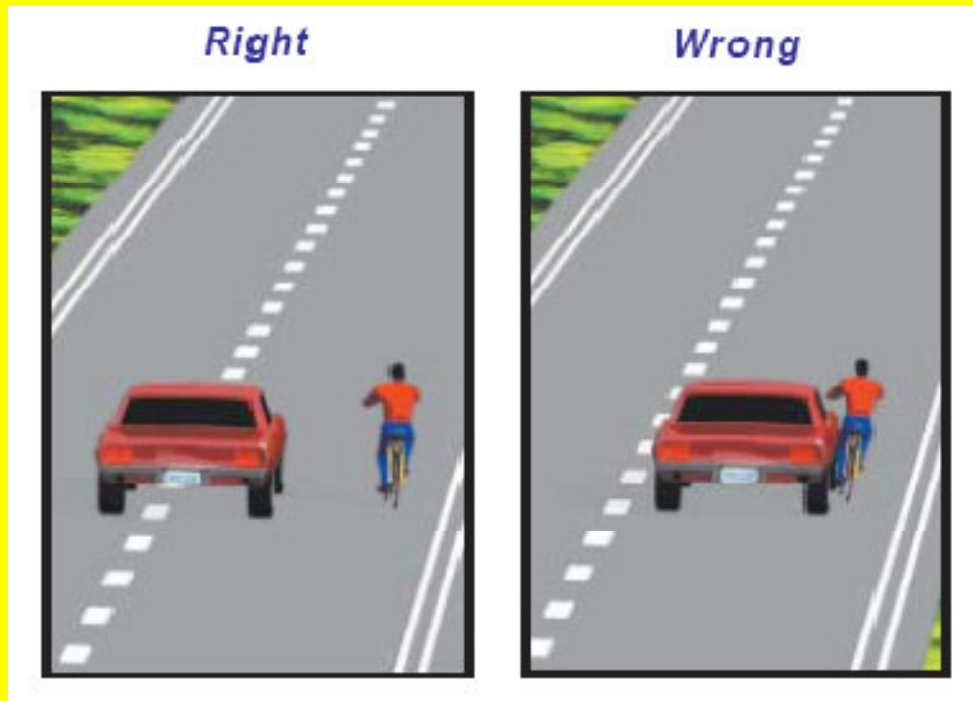


“Must use” for 200 feet or less on all left turns—
coming on or going off of any road with this lane.





Pass bicycles the same as cars



Avoid passing other vehicles, including motorcycles and bicycles, **on two-lane roads.**

It is dangerous.

Slow down and pass only when it is safe.

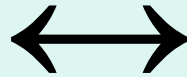
Do not *squeeze* past the bicyclist.

Blind pedestrians

Don't wait too long for the blind pedestrian to cross the street.

If the person takes a step back and pulls in the cane, that's a definite sign that you should GO.

Parking On Hills



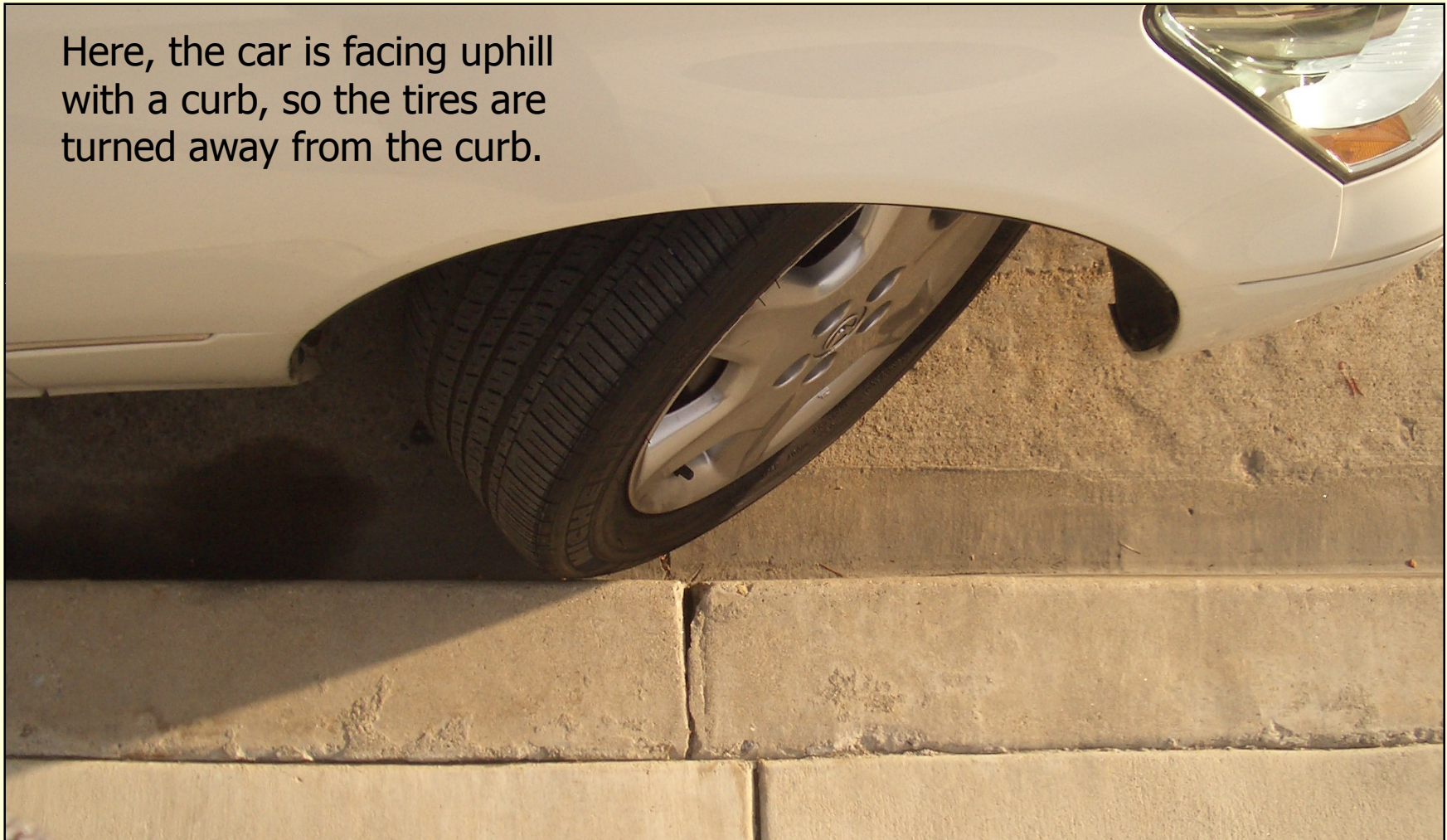
MEMORIZE:

Always turn front wheels
toward your side of the road
except when uphill with a curb.

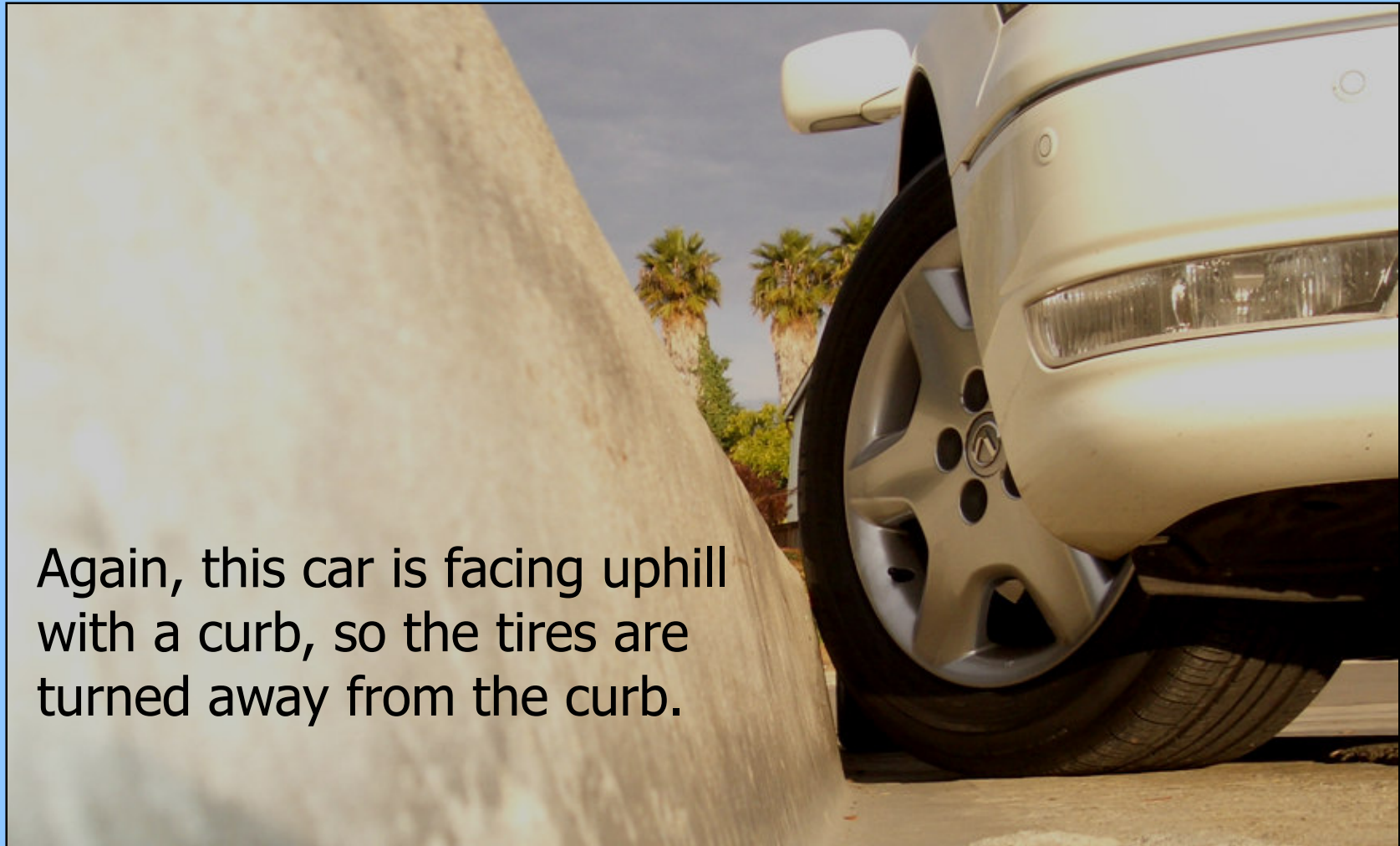
Parking uphill with a curb:

Turn wheels ***away*** from the curb
and “touch” the curb with tread.

Here, the car is facing uphill
with a curb, so the tires are
turned away from the curb.



Wheels toward curb except when uphill with a curb.
Then “touch” curb with your front tire tread.



Again, this car is facing uphill with a curb, so the tires are turned away from the curb.

Always set your parking brake too.



Even when the roadway is as level as a pool table.

Slow Moving Vehicle



This sign is on the back of certain vehicles and trailers.
It is NOT on a pole!
It is an **orange triangle** with **red borders** as shown.

Construction Zones

Don't stop to watch road work. Do reduce your speed and “*be prepared*” to slow down or stop.

Obey any special signs or instructions from workers in construction zones.

NOTE:

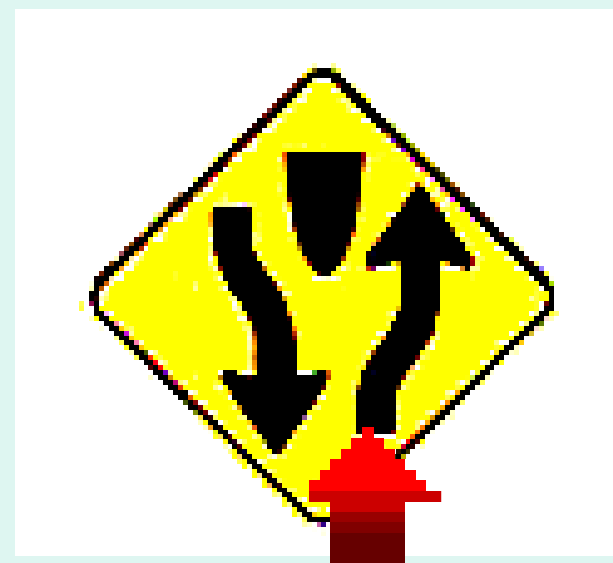
Fines are doubled in highway construction zones when maintenance workers are present.

Divided highway warning signs



End

Divided highway



Begin

Divided highway

Read the sign: Note the “divider” icon...

You are at the bottom-right going “up the sign.”



“Special” Right Turns... **Don’t Stop.**



The DMV's Top Ten Reasons for a Failed *“Performance”* Evaluation:

- Unsafe **Lane Change**
- Lack of **Experience**
- Failure to **Yield**
- **Unfamiliar** with **Car**
- Failure to **Stop**
- Poor **Scanning**
- Illegal **Left Turn**
- **Too Cautious**
- Improper **Speed**
- **Unfamiliar** with **Traffic**

The “take home” message:

- This is *your* “**performance**” exam!
What you say and what you do matters.
- **S.M.O.G.** each and every lateral move.
- **DRIVE THE CAR!** (This is *your* “performance.”)
Do not slow down or stop unnecessarily.
Doing so is cause for a failed test. ***So DRIVE!***



GOOD LUCK!



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