



*Nunavut*

# Driver's Manual



Community Government and Transportation



## Foreword

Safe driving is the aim of the Motor Vehicles Division. It is also your responsibility as a holder of a Nunavut driver's licence.

Learning to drive is an important milestone in a person's life. It takes time, patience and application to learn the rudiments of vehicle mechanics and the rules of the road. To become a *safe* driver, it takes a thorough knowledge and understanding of the rules for safe driving and how to apply them properly. Driving is a privilege, not a right.

The purpose of this manual is to provide:

1. A reference for all drivers as well as the beginner;
2. Information that will contribute to safe motor vehicle operation.
3. The basic standards used for driver licencing in Nunavut.
4. An explanation of the rules of the road and your responsibilities as a driver.

You should keep this manual handy in your vehicle for easy and quick reference.

Your knowledge of the contents of this manual and your safe driving conduct will go a long way in making driving on Nunavut roads a pleasant experience.

## ***A Message From The Senior Driver Examiner***

The following are the more common reasons for written examination and road test failures:

### ***Written Examination***

- A) Failure to study this manual
- B) Not taking time to read the questions properly
- C) Guessing at questions that you do not understand instead of asking the examiner for an explanation.

### ***Road Test***

- A) Inexperience
- B) Over-confidence
- C) Traffic Law violation

The examiner will attempt to analyse your driving and make suggestions on ways to improve. This will be done in the interest of safety and to help you prepare for the next examination. Please co-operate with the examiner as he is sincerely trying to assist you in obtaining your driver's licence.

Remember to come to the examination prepared and ready to demonstrate your knowledge of this manual and your driving ability to the examiner who will assist you with any questions regarding the examination or road test. The examiner does not expect you to drive as well as an experienced driver, but will evaluate your ability to follow the rules of the road and safe driving practices.

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## **Driver Licence Information**

Before a person may legally drive a motor vehicle, he/she must hold a valid driver's licence of a class authorizing operation of the vehicle being driven.

The driver's licence class system is as follows:

### **Class 1**

Permits the operation of

- (a) semi-trailers and tractor trailers;
- (b) any vehicle in Class 2, 3, 4 or 5; and
- (c) any vehicle in Class 6, while learning to operate it.

### **Class 2**

Permits the operation of

- (a) a bus of any seating capacity for passengers;
- (b) a vehicle or any combination of vehicles in Class 3, 4 or 5;
- (c) any combination of vehicles without air brakes where the towed vehicles exceed a gross weight of 4,500 kg; and

- (d) any vehicle in Class 1 or 6, while learning to operate it.

Note: The operation of a vehicle equipped with air brakes is not allowed under Class 2 licence unless specifically permitted in the licence.

### **Class 3**

Permits the operation of

- (a) a single vehicle with three or more axles;
- (b) any combination of vehicles where the towed vehicles in the combination do not exceed a gross weight of 4,500 kg;
- (c) any combination of vehicles without air brakes where the towed vehicles exceed a gross weight of 4,500 kg;
- (d) a vehicle or any combination of vehicles in Class 4 or 5; and
- (e) any vehicle mentioned in Class 1, 2 or 6, while learning to operate it.

Note: The operation of a vehicle equipped with air brakes is not allowed under a Class 3 licence unless specifically permitted in the licence.

### **Class 4**

Permits the operation of

- (a) a bus having a seating capacity not exceeding 24 passengers;
- (b) a taxicab
- (c) an ambulance;
- (d) any vehicle in Class 5; and
- (e) any vehicle in Class 1, 2, 3 or 6, while learning to operate it.

### **Class 5**

Permits the operation of

- (a) a two axle vehicle other than a motorcycle; bus, taxicab or an ambulance;
- (b) any combination of a two axle towing vehicle and towed vehicles where the towing and towed vehicles do not exceed a gross weight of 4,500 kg;
- (c) a recreational vehicle;
- (d) a motorcycle known as a moped;
- (e) a vehicle known or described as a tractor, grader, loader, shovel, roller, scraper or any other self propelled road building machine used for grading or paving of highways, or other construction work, but does not include a construction vehicle with more than two axles, other than a

- grader or three axle compactor; and  
(f) any vehicle mentioned in Class 1, 2, 3, 4 or 6, while learning to operate it.

Note: The operation of a vehicle equipped with air brakes is not allowed under a Class 5 licence unless it is specifically permitted in the licence.

### **Class 6**

Permits the operation of

- (a) a motorcycle; and
- (b) any vehicle in Class 5, while learning to operate it.

### **Class 7**

Permits the operation of any vehicle in Class 5 or 6, while learning to operate it.

### **Note:**

A Class 5, 6, or 7 requires a driver's medical at age 75, at age 80 and every two years over age 80.

## **Minimum Requirements for a Class Driver's Licence Test**

### **Class 1, 2, 3 or 4**

- 1) Age 18
- 2) Class 5 licence
- 3) Driver's medical examination
- 4) Written knowledge tests
- 5) Required vision standards
- 6) Pre-trip inspection of the road test vehicle
- 7) Road test

### **Class 5 and 6**

- 1) Age 16
- 2) Valid learner's licence
- 3) Written knowledge tests
- 4) Required vision standards
- 5) Road test

### **Class 7**

- 1) Age 15
- 2) Written knowledge test
- 3) Required vision standard
- 4) Suitable identification (e.g. birth certificate, health care card, passport, etc.)

## **School Bus Endorsement**

Applicants wishing to drive a school bus must apply to the Registrar of Motor Vehicles for a School Bus Endorsement.

- 1) Valid class of licence for the size of school bus.
- 2) Age 18
- 3) Driver's medical examination
- 4) Written knowledge test
- 5) Pre-trip inspection
- 6) Road test

## **The Driver Examination**

### **Purpose of Driver Examination**

The primary purpose of the driver's examination program is to make our highways safer. People die each year as a result of motor vehicle accidents; many are permanently injured and many are injured to a lesser extent. Property damage as a result of motor vehicle accidents amounts to millions of dollars each year. Driver examinations help to stem the wave of destruction and needless loss of life.

Passing the driver's examination does not guarantee that you will not become involved in a traffic accident. The driver's test only represents the basic minimum requirements for safe and courteous driving practices. The ever-changing requirements of modern traffic places a greater demand on drivers to be more skillful, more



alert and above all, to practice care, caution and courtesy at all times.

*Remember, possession of a driver's licence is a privilege, not a right.* This privilege may be withdrawn at any time for failure to observe the rules of safe driving.

### **Components of a Driver's test**

The manuals on which the examinations are based are as follows:

- 1) The *Nunavut Driver's Manual* (for all classes of driver's licences)
- 2) The *Professional Driver's Handbook* (for Classes 1, 2, 3 and 4).
- 3) The *Air Brake Manual* (for applicants whose road test vehicle is equipped with air brakes).

Do not attempt a driver's examination unless you understand the material in the manuals pertaining to the class of licence applied for. The examination should only be attempted when you understand the material and feel qualified enough to drive safely and competently on the road test.

The driver's examination is made by appointment only. The appointments can be made in person at any driver examination office. The prescribed fee is payable at the time that the appointment is made. Failure to notify the office of a cancellation prior to the appointment may result in the forfeiture of the test fee.

A driver's examination may be separated into three areas:

- Knowledge tests
- Vision test
- Road test

### **Knowledge Tests**

The basic written examination consists of two parts:

- 1) Rules of the road and safe driving practices – you will be required to demonstrate an adequate understanding in theory of the rules of the road and safe driving.
- 2) Sign Identification – you must have a clear understanding of many of the traffic signs and their meanings.



In addition to the basic written tests, applicants for a Class 1, 2, 3, 4 or 6 licence or a school bus endorsement, should be prepared to answer further test papers relative to the licence or endorsement required.

If you fail any one part of the examination, you will be required to rewrite only that particular test or tests which were failed.

For those who are unable to read and understand the written test, an oral test may

be given by the examiner. In the event that an applicant cannot speak the language, an interpreter may be used at the discretion of the driver examiner.

### **Vision Test**

Before a person can be licenced for class 5, 6 or 7, he/she must meet basic vision standards. Higher vision standards apply to classes 1, 2, 3 and 4 licences. If you do not meet these standards a vision specialist will be required to administer an additional vision test. Should you require the aid of corrective lenses to meet the vision standards, you will be required to wear them at all times while driving and your licence will be so endorsed. The vision test includes examination of color perception and field of vision. Any apparent deficiencies will be fully explained to you so that you may compensate for them in your driving.

### **Road Test**

The purpose of the road test is:

- 1) To evaluate your ability to operate a motor vehicle properly and safely under typical driving conditions.
- 2) To serve as a basis for additional training and to assist you in correcting errors uncovered during the test.

You are required to take the road test in an appropriate vehicle for the class of licence applied for. The applicant must not drive the vehicle to or from the test location unless the applicant holds a valid learner's licence and is accompanied by someone authorized under the Motor Vehicles Act. This person may be requested to produce his/her driver's licence to the driver examiner for viewing. Your vehicle must be in safe operating condition.

The following equipment where applicable must be in good repair and working order:

- 1) Steering wheel
- 2) Foot brake
- 3) Emergency brake
- 4) Windshield wipers
- 5) Rearview mirror

- 6) Muffler
- 7) Horn
- 8) Headlights, signal and brake lights
- 9) Tail lights
- 10) Clearance lights on vehicles in excess of 203 mm (80 in.) wide or 6.10 m (20 feet) long.
- 11) Tires
- 12) Speedometer
- 13) Tachometer where applicable

No pets, or passengers other than the examination staff or authorized personnel, are permitted in a vehicle during the road test. There may be exceptions where language presents a problem and only at the discretion of the driver examiner.

During the road test, you will not be asked to do anything which is contrary to the law. No tricks will be played on you and no attempt will be made to confuse you. The examiner will instruct you on the procedure of the road test. Simply follow the instructions. During the driving test, do not talk unnecessarily with the examiner. This may tend to distract you from your driving. The examiner will not coach you during the road test.

Since the road test is an evaluation on performing certain manoeuvres properly and safely, you will be checked on:

- 1) Starting out
- 2) Stopping
- 3) Turning
- 4) Traffic signs and signals
- 5) Lane driving
- 6) Travelling through controlled and uncontrolled intersections
- 7) Parallel parking and backing
- 8) Anticipation of hazardous conditions in the making
- 9) Other safe driving practices given throughout the manuals pertaining



to the class of licence which you are applying for

#### 10) Attitude towards others

Driver's tests may be refused if:

- applicant is late for appointment.
- applicant is not in possession of a driver's licence, vehicle registration and liability insurance card.
- the test vehicle does not have a vehicle licence plate mounted to the rear of the vehicle and which is clearly visible.
- the test vehicle is not in a safe operating condition.
- the vehicle's passenger compartment is unclean.
- the test Motor vehicle does not belong to the applicable class.
- applicant's vision or medical fitness does not meet the required standards.

Driver's tests will be refused or discontinued if:

- the applicant drives the test vehicle to the test site without being accompanied by a licenced driver in compliance with the Motor Vehicles Act;
- the applicant shows any sign of impairment due to alcohol or drugs;
- the applicant is so lacking in driving skills that the continuance of the road test could endanger other users of the highway or

roadway as well as occupants of the test vehicle.

At the conclusion of the road test, any errors will be explained. In the event that you do not qualify, an appointment may be made for a re-test. You will be required to pay an additional test fee and produce a new receipt to the driver examiner before each such test.

#### **Restrictions or Conditions**

Many drivers in fairness to themselves and to other motorists, cannot be granted unconditional use of our highways, yet these same applicants would be safe and competent under certain conditions or restrictions. When conditions are placed on an operator's licence they are shown by code letters. The meaning of the conditional codes are printed on every driver's licence. It would be an offence to drive contrary to the conditions placed on your licence.

#### **Driving Safely**

Passing the written tests indicates that you have a basic knowledge of the rules of the road, traffic signs and traffic signals. Successful completion of the road test indicates that you have the minimum basic

knowledge and skills to safely operate a motor vehicle. There are however, other factors which contribute to and ensure safe driving by the operator. These factors are:

- improvement of driver skills;
- good driver attitude;
- always obeying the rules of the road and traffic control devices;
- driving defensively.

## **Your Licence**

### **Renewing Your Licence**

Your licence is issued for a five year period and it expires on your birthday. To renew your licence you must apply for renewal in person at the nearest issuing office.

A Nunavut driver's licence may be renewed providing the licence has not expired for longer than one year. A re-examination will be required for all licences that are expired over the one year period.

### **New Residents**

A new resident of Nunavut, who holds a driver's licence from another province, territory or state must obtain a Nunavut driver's licence within 30 days of becoming a resident of Nunavut. No non-territorial

driver's licence will be accepted if it has been expired longer than one year and a re-examination will be required to obtain a Nunavut licence. As well, no temporary driver's permit will be accepted. A non-territorial licence is accepted **only** under the conditions deemed necessary by the Registrar.

### **If Your Licence is Lost or Destroyed**

You may obtain a duplicate licence from any issuing office after reporting the loss or destruction to the RCMP. You will have to provide satisfactory proof of identity to the issuing office.

### **Change of Address or Name**

You are required to notify your nearest issuing office of any name or address change within 15 days of the change. In the case of a change in name, a marriage certificate or other suitable legal document must be produced to substantiate the change. There is no fee for either of these changes to your licence.

### **Driver Licence Offences**

It is an offence to:

- drive without a licence. The person actually driving the vehicle, and the owner of the vehicle are both liable. Moreover, driving

without a licence may, in the event of an accident, void any insurance coverage.

- drive while your licence is suspended or revoked. A conviction under the Criminal Code of Canada for driving while your licence is suspended or revoked is punishable by a severe fine or imprisonment, or both. In addition, your period of suspension will be increased.
- drive while your licence is unsigned. A Nunavut driver's licence is not valid unless signed in ink by the holder. **Sign your licence.**
- drive without your driver's licence in your possession. A driver's licence must be produced upon demand by a police officer. It must also be shown to another driver in the event you are involved in an accident. **Carry your licence with you whenever you drive.**
- make a false declaration on an application for a licence or a duplicate of a licence.
- drive after the expiry date shown on your licence.

## ***Motor Vehicle Registration and Insurance***

### **Registration of a Motor Vehicle**

In Nunavut all motor vehicles must be properly registered and insured before being allowed on Nunavut roads and highways.

All motor vehicles and trailers must be registered for all or any portion of the year in which they are being used. Vehicle registration may be applied for at any issuing office.

### **Owner's Financial Responsibility**

Every motor vehicle is required by law to have liability insurance on their vehicle at all times while registered. The insurance policy must be for at least 200,000 dollars in liability insurance and should be obtained from an insurance company which is registered with the Insurance Registry of Nunavut. Proof of insurance is required before a vehicle may be registered.

### **Renewal of Vehicle Registration**

Vehicle registration should be renewed prior to expiry each year. Renewal may be applied for at any issuing office by producing the previous registration certificate along with a valid insurance liability card, filling out the previous registration permit in the prescribed form, and paying the prescribed fee.

### **Registration of a New Vehicle**

The owner of a new vehicle may apply to register the vehicle at any issuing office by presenting the bill of sale and the New Vehicle Identification System (NVIS) form obtained from the dealer, along with a valid insurance card, filling out the application in the prescribed form and paying the prescribed fee.

### **Registration of Vehicle – New Resident**

A new resident has 30 days to change over to a Nunavut registration. To do so, an applicant must present the previous registration from whatever jurisdiction he/she came from (i.e. province, territory), along with

proof of insurance, fill out the appropriate form and pay the prescribed fee. Other conditions may be required as deemed necessary by the registrar.

### **Change of Address or Name**

You are required to immediately notify your nearest issuing office within 15 days of any change in your address or name. In the event of a change in name, a marriage certificate or other suitable legal document must be presented for substantiation. Also, any statement regarding registration or any summons arising from a violation will be sent to your old address. The onus is on you if these notices are not received. There is no fee for either of these changes.

### **Transfer of Ownership – Selling or Trade-In**

Nunavut has plate to owner registrations where your licence plates are registered to you and not your vehicle. If you sell your vehicle, remove the plates and keep them for your next vehicle. However, you may put them on another vehicle only after a certificate of insurance has been obtained for

the other vehicle, then within 14 days of the transfer, you must obtain a new certificate of registration for the other vehicle at your nearest issuing office and pay the prescribed fee.

### **Transfer of Ownership – Buying**

If you should buy a registered vehicle, be sure to have the previous registration signed over to you by the previous owner in the appropriate section of the registration, and then given to you. Present it along with a bill of sale and proof of insurance, fill out the prescribed form and pay the prescribed fee.



### **Licence Plates/Registration Stickers**

A new licence plate with the now famous polar bear shape is issued when a vehicle is first registered. A registration sticker is issued at this time and also each year, or when applicable and must be adhered to the licence plate to maintain the validity of the registration of your vehicle.

## **Starting Out**

### **Good Driving Practices**

Driving is a very demanding skill – both mentally and physically. It depends on good reflexes, good judgement, good will toward other drivers. And, more than anything else, it depends on the ability of the human brain to cope with a variety of rapidly developing situations.

The great majority of accidents are caused by driver error. That's why this drivers handbook is so important. It will tell you the basics of good driving, but it won't tell you everything. No one ever could, because driving is complex and even the experts sometimes disagree.

If you learn the basics in this book and practice them, you will be well on your way to becoming a good driver. But learning doesn't stop after you get your licence because excellence calls for constant effort, and your licence to drive should be considered a licence to learn.

### **You and Your Vehicle**

The first thing to do is to establish and follow this “check” routine as often as possible before you drive:

Check to see that the tires are properly inflated and that they are not damaged.

Check to see that the headlights and turn signals function.

Under the hood, check the oil level, the fan belts, radiator and coolant hoses, and ensure windshield washer fluid container is full.

### **Driving Position**

Before you drive away, the good driver should be seated properly. Sit up and well back in the seat. Your body should fit firmly against the seat back and cushion. Adjust the seat so your feet reach the pedals easily. To check your position (on manual shift vehicles), try depressing the clutch pedal fully with your right foot. If you can do so without stretching, you are positioned properly. For automatic transmission vehicles, try placing your right foot flat on the floor under the brake pedal. All drivers should wear comfortable, flat heeled shoes allowing them to “feel” the

pedals. The left foot should rest on the floor to the left of the pedals.

Your hands should grip the wheel lightly, but firmly. If you must strain your body to turn the steering wheel or use the brakes, you are too far away. Move closer.

Never drive a car without first adjusting the seating position to suit yourself, then check or adjust the mirrors. The inside mirror should show the rear window, and be adjusted to reduce the blind spots as much as possible. Outside mirrors should also be adjusted.

### **Instruments And Visual Controls**

Know your instruments, and what they mean. Make sure all warning lights are functioning. When you turn on the ignition, be sure the appropriate warning lights go out when the vehicle is started. Do not drive away if the lights stay on. If the warning brake light stays on, it could indicate a serious brake problem.

Know your interior controls so you can turn on the wipers/washers, headlights, high/low beam switch, or heater controls, without looking at them. This is an important part of driving – learning to use simple controls without taking your eyes off the road.

During winter months, the heater defroster controls should be closed at night so snow and moisture do not enter the system. Otherwise windshield fogging may occur when starting off in the morning. Open the heater controls only after the engine has reached normal operating temperature or the cold warning light has gone out.

## Attitudes

Before you get into your car, have control of yourself. Take a deep breath. You should be thinking of the mechanics of driving and where you want to go. Safe driving demands the full attention of the driver at all times. It is difficult for any of us to shut off distracting thoughts and feelings whenever we get into the driver's seat of a car. If we don't, the result may be an accident. The cause of many

accidents has been traced to either an emotional disturbance or a certain state of mind which has diverted the driver's attention.

You should not be dwelling on worrisome thoughts. Anxiety, depression and even a feeling of well-being may take your mind off the road. Once your mind is off the road, you are a danger to yourself and to everyone else using the highways. Try to switch off all interfering thoughts or feelings before you switch on the ignition. *There is too much at stake!*

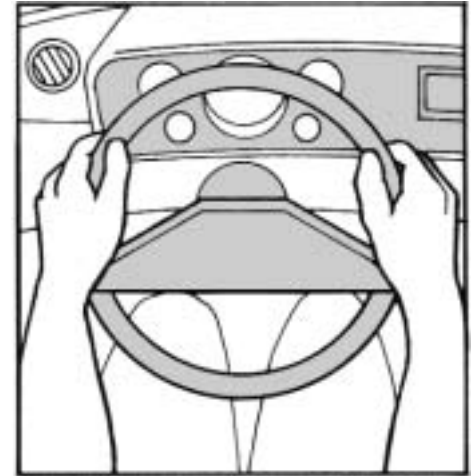
### Remember:

1. Don't eat, drink, read, use a cell-phone or mobile phone or do anything that may take your attention from driving. Changing a tape or CD while a vehicle is in motion is an extremely dangerous practice.
2. Don't let your mind wander. Concentrate.
3. Don't let anger distract you.

## Steering Method

Once seated properly, the driver should be able to steer the vehicle easily, provided the hands are used correctly. Position the hands on the top half of the steering wheel, well spaced apart. Do not place hands on the inside spokes of the steering wheel.

When turning tight circles, turn the steering wheel, lifting hand over hand. When returning the steering wheel to the straight ahead position, feed the steering wheel gently through the fingers. Drivers with good steering capability do not hang onto the wheel. All steering should be smooth and



*Place your hands at the ten o'clock and two o'clock steering position*



precise. Normal steering and lane changes should be made without taking either hand off the wheel. Don't turn the steering wheel with one finger or the flat palm of your hand. Avoid turning the wheel when the vehicle is stationary.

## **Vehicle Equipment**

Good driving habits are not enough if your vehicle is not in a safe and road-worthy condition.

The following equipment must be in safe working order:

### ***Brakes***

The law requires that every motor vehicle be equipped with adequate foot brakes. Also, a vehicle must be equipped with an emergency or handbrake. The brakes must be maintained in good working order at all times.

### ***Lights***

All motor vehicles except motorcycles, power bicycles and motor scooters are required to have two properly focused headlights. They must be capable of illuminating objects clearly at a distance of at least 110 m (350 ft.) in normal atmospheric conditions. Your vehicle must also have two red tail lights which are

visible at a distance of not less than 150 m. (500 ft.) in normal atmospheric conditions and two red stop lights or brake lights, visible in normal sunlight at a distance of not less than 30 m. (100 feet). The stop or brake lights must work in conjunction with the foot brake.

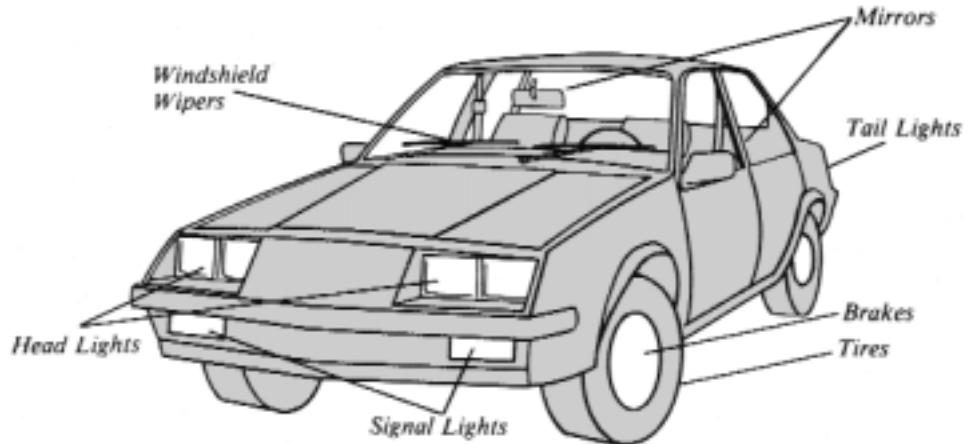
Motorcycles must be equipped with one properly focused headlight, tail light and brake light. They must conform to the same regulations as for a motor vehicle.

### ***Horn***

Every motor vehicle must have a horn which is in good working order. A horn should only be sounded when it is reasonably necessary. Unnecessary use of the horn is startling and annoying to drivers and pedestrians and can lead to prosecution.

### ***Muffler***

All motor vehicles must be equipped with a muffler in good working order which will prevent unreasonable noise.



### **Windshield**

The windshield should be in good condition so as not to obstruct the driver's view. There should be no stickers, posters or non-transparent material placed on any of the windows or the windshield in such a way as to obstruct the driver's clear view.

### **Windshield Wipers**

All motor vehicles must be equipped with windshield wipers in good working condition.

### **Mirrors**

Every motor vehicle must be equipped with a mirror which will give the driver a clear view of the roadway to the rear. Vehicles with loads which obstruct the driver's view or vehicles with a trailer in tow must have outside mirrors on the left and right side of the vehicle. The driver must have a clear view of at least 60 m. (200 feet) to the rear in any of these situations.

### **Other Equipment**

The following equipment should also be in good working condition:

Tires  
Speedometer and Odometer

Temperature Gauge  
Oil Pressure Gauge

### **Inspection of Equipment**

An officer has the authority to stop you and inspect the equipment on your vehicle. If any equipment is found to be defective, he may:

- direct you to have these parts repaired immediately;
- order the vehicle to be removed from the road;
- prohibit the use of that vehicle on the road until it has been placed in safe operating condition.

### **Safety Belts**

Safety belts or seat belts are now required by law to be used by all drivers and passengers as well as child restraint systems or car seats for all small children.

The importance of safety belts cannot be emphasized enough. In this book you will find rules and suggestions on how to avoid accidents. The use of safety belts is one of the most positive, easy, immediate solutions to avoiding death and injury. Safety belts greatly reduce your chances of having a serious injury or fatal accident. The chances of being killed in



an accident can be decreased by as much as 70% if you wear safety belts. If you have shoulder belts as well as lap belts in your vehicle, be sure to use both. Shoulder belts greatly increase your safety.

Safety belts are beneficial for many reasons: They prevent you from being thrown out of the vehicle in which you are riding as a result of sudden stops or collisions. They prevent collision of the occupant with the car interior, windshield and other passengers.

They help prevent collisions by keeping the driver behind the wheel and in control of the car.

You are 25 times more likely to be killed if you are ejected.

Hitting solid objects at 50 km/h stops the car, but you continue travelling at 50 km/h until something solid stops you. If it isn't a seat belt, it could be the steering wheel, dash or windshield. This "human collision" often results in serious injury.

Fire or submersion in water occur in only 1 out of 200 accidents. Safety belts keep you conscious and uninjured so that you can get out of the car.

Most injuries and death occur from collisions at 65 km/h or less. Most accidents occur close to home – so belt up even when driving locally.

Children should never be held on an adult's lap, because the force of a collision will tear the child from the adult's arms. The child may be crushed if the adult is not buckled up.

Get into the habit of using safety belts from the moment you learn to drive. Use them all the time no matter how short the trip, whether for country or city driving, and urge your passengers to use them. If you have children,

set a good example for them. Don't let them become non-users.

If a person does not fasten his safety belt he is not aware of its *lifesaving value*. Your safety belt is your life preserver. Perhaps an appropriate name would be life belt. Beyond any doubt safety belts are the most effective proven safety devices you have in your car.

### **Winter Preparation**

The best way to get your car ready for winter driving is to check the battery, make sure brakes are properly adjusted, check windshield wipers, heater and defroster, and check the level of anti-freeze in your radiator and windshield washer.

You should ensure also that all plug-in devices such as block heaters, oil-pan heaters, battery blankets, etc. are in safe working condition and are connected properly.

The best way to be ready for any emergency is to carry the following gear in your trunk: window scraper brush, booster cables, shovel, tow-chain or strap, traction mat, sand and flashlight.

## Rules of the Road

The rules of the road are the traffic laws and driving practices designed for the movement of vehicles, pedestrians and cyclists in a safe and efficient manner. As a driver you are required to know what rules apply to any particular situation. The rules include the signs, signals and markings that are found on Nunavut streets and highways. They tell you where you are, what you can or cannot do and also assist in regulating traffic.

### Signs

#### Sign shapes

The shapes of signs have meanings; therefore, if darkness, fading light, fog, rain, snow or dust obscures the lettering or symbol, you should still be able to distinguish their intent by their shape. Traffic signs have six basic shapes:

There are many signs, signals and markings shown in this manual that you will not encounter in Nunavut. If you obtain a driving licence that is not restricted to Nunavut, you may well encounter these in other jurisdictions so you must know their meaning.

#### Regulatory

These signs are used to inform drivers of certain laws and regulations to promote safety upon the streets and highways. **Disobeying these signs constitutes an offence.** They tell you where you are required to stop or yield, and warn you of speed zones, parking regulations, changes and circumstances which required special driving care.



#### Warning

These signs alert you to potentially hazardous conditions not yet visible, on or near the roadway. Slow down – proceed with caution.



#### Pedestrian – School Advance

This sign indicates a high density of school children in the area. It is used to signify a slow speed zone. Proceed slowly and *cautiously*, be prepared to stop in an instant.



#### Standard Sign Colours

Each colour has a particular meaning.

-  **Red**  
Stop or prohibition
-  **Green**  
Indicates movement permitted – Directional guidance
-  **White**  
Regulation
-  **Orange**  
Construction and maintenance warning
-  **Blue**  
School signs – service information
-  **Yellow**  
General warning – danger
-  **Brown**  
Off road facilities

## Regulatory Signs

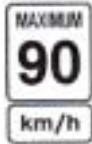
Here are some examples of commonly seen regulatory signs.



Come to a STOP and do not proceed until absolutely safe to do so.



Yield the right of way to traffic not facing this sign and to all pedestrians within the intersection or crosswalk.



Maximum speed limit allowed under ideal conditions.



Advance warning of a lower maximum speed zone ahead.



Maximum nighttime speed under ideal conditions.



No U-turn permitted. You must not turn your vehicle around in the roadway to travel in the opposite direction.



Do Not Enter – You must not enter this street when confronted by this sign.



Two-Way Traffic. This sign means that you are no longer on a one-way road and that you must drive in the right hand lane.



Keep right – This sign is placed on traffic islands or road obstructions and requires you to pass to the right.



Truck route – Trucks may use a street or highway where this sign is posted.



No trucks permitted – No heavy trucks are allowed on a street or highway where this sign is posted.



Passing permitted if the way is clear.



No passing permitted.



School Crosswalk Sign – Reduce speed and be prepared to stop. Never attempt to overtake and pass a moving or stopped vehicle at these crosswalks.



These signs are used to indicate streets or highways upon which traffic is allowed in one direction only.



No turns permitted.



Turn right only.



No right turns permitted.



No left turns permitted.



Turn left only.



Turn right or left only.

### Overhead Designation Signs

These signs are mounted above the roadway on the approach to an intersection, and each sign is centered over the lane it controls. When in a lane controlled by one of these signs, the motorist must only make the manoeuvre indicated on the sign.



Lane No.1

Lane No. 2

Lane No. 3

A driver in lane No. 1 must turn left. Lane No. 2 is optional, either left or straight ahead. Lane No. 3 must turn right.



This lane – right or thru.



This lane – all movements.



This lane – right or left.



This lane – thru only.



Do not stop to wait.



This sign indicates where you may park.



Motorized snow vehicles are prohibited on a street or highway where this sign is posted.



No left turns permitted.



No right turns permitted.

### *Warning Signs*

Here are some examples of commonly seen warning signs.



Sharp right turn ahead.



Sharp right curve, maximum comfortable speed — 40 km/h.



Right curve ahead.



Reverse curve ahead.



Winding road ahead, use extra caution as passing is restricted.



Two lanes merge ahead.



Narrow structure ahead.



Pavement narrows ahead.



Divided highway begins.



Divided highway ends.



Hidden intersection ahead; watch for vehicles approaching from both directions.



T-intersection; use caution.



Stop sign ahead.



Traffic lights ahead.



Bump or rough road ahead.



Steep hill ahead.



Dead end; exit right or left.



Road slippery when wet; caution.



Playground or playground crosswalk ahead.



Pedestrian activity ahead.



Chevrons warn of alignment changes on curves or sharp turns.



Railway crossing advance warning. Track position indicates the angle the railway tracks cross the road.



Section of highway ahead regularly crossed by deer.



Road ahead narrows to one lane; right lane ends.



Underpass ahead. Overhead clearance as shown.



Pavement ends – continuation has gravel surface.



Possibility of fallen rock or landslides obstructing roadway.



Two-way traffic ahead.



Truck entrance.



Warns that road shoulders immediately beside the travelled portions are soft and may be dangerous.

### *Hazard markers*

Obstacles on roadway or shoulder.



Pass on either side of obstacle.





Pass on right of obstacle.



Pass on left of obstacle.

### *Pedestrian-School Advance Sign*



This sign warns that you are approaching a school zone. Slow down, drive with extra caution, and watch for children. When this sign has a “Maximum Speed” or “km/h During School Days” tab mounted underneath, it means the speed is to be observed as indicated.

### *Construction and Maintenance Signs*



These signs are used for road construction and maintenance projects to warn you of hazards ahead by cautioning you to slow down to a safe speed to meet any situation that may be hazardous to you or the workmen.



Flagman ahead.



Warns of a barricade across a highway which closes a road or diverts traffic.



Diversion  
Warns the motorist of temporary change in roadway alignment.



Men working ahead.

### *Slow Moving Vehicle Sign*



This sign warns of a slow moving vehicle ahead. Slow moving vehicle signs may be found attached to the rear of a vehicle which is travelling substantially slower than the posted speed.

### *Service & Information Signs*



Advance Community Sign with Service Tabs.



Aeroplane points direction to airport.



Hospital.



Boat launch.



Café



Trailer facilities.



Service stations.



Travel Information.



Tenting.



Picnic facilities.



Hotel or motel.



Police.



Roadside rest area.

## Traffic Control Devices

The standard colours and their meanings are:

**Red** – Stop

**Amber** – Do not enter the intersection.

**Green** – Go when safe to do so.

The standard sequence of signals is green-amber-red and then begin with green again. These lights are also arranged in a standard sequence. In a vertical traffic control signal, the red is at the top, green at the bottom and amber in between. In a horizontal traffic control signal, the red is at the left, the green on the right, and the amber in between. In some cases you may see 4 lights in the traffic control signal. The fourth light is an extra red light and works simultaneously with the other red light. On a vertical traffic control signal, the fourth light is positioned on the extreme bottom. On a horizontal signal it is positioned on the extreme right.

These lights have three main purposes:

- To control the safe and orderly flow of traffic by alternating the right-of-way.
- To warn of hazardous conditions.
- To guide or show direction.

When a police officer is directing traffic, follow his/her directions. He/she can over rule any signs or lights.

### ***Red Signal Light***

A red signal light means you must bring your vehicle to a stop at a clearly marked stop line or, if none, at the nearest crosswalk, or if none, before entering the intersection.

Wait until signal changes to green before proceeding through intersection unless signs or signals permit special movements of traffic to proceed.

### ***Right Turn at Red Signal Light***

In most Canadian jurisdictions (not in Quebec), a right turn is permitted at a red light, after a complete stop, providing there is no sign prohibiting a turn, and subject to the right of way of pedestrians or other traffic in or approaching the intersection.

Do not impede or hold up traffic behind you. After you have stopped and the way is clear, proceed safely.

### ***Flashing Red Signal Light***

A flashing red signal light is similar in meaning to a stop sign. You must bring your vehicle to a dead stop and proceed only when safe to do so.

The flashing red light may be an overhead light, a standard traffic signal light, or a beacon located directly above a stop sign.

### ***Amber Light***

This light warns you that a red light is about to appear. The purpose of an amber light is to allow the traffic already in the intersection a chance to clear that intersection safely. Do not enter an intersection when an amber light is on. By speeding up to beat this light, you

take the chance of being caught in the intersection, possibly causing an accident or receiving a traffic ticket. If the light changes to amber as you enter an intersection you may proceed with extreme caution.

### ***Flashing Amber Light***

On a flashing amber light, slow down and proceed with caution. Yield the right of way to any pedestrian within the crosswalks. Along with flashing amber lights you will generally find flashing red lights to the right and left of the intersection, indicating a full stop for other drivers. Be alert against drivers who may not be prepared to stop.

### ***Separate Flashing Amber Light***

In addition to the flashing amber lights described above, separate flashing amber lights are used. These are placed by themselves and mean caution. They are meant to draw your attention to an upcoming hazard or physical obstruction. For example, they warn you of:

- the beginning of a divided highway section;
- oncoming traffic signals;
- railway and school crossings;
- an intersection.

Slow down and be prepared to stop if necessary. Again you should yield the right of way to a pedestrian who is within the crosswalk adjacent to the signal.

### ***Green Light***

A green signal light means you may proceed if the way is clear.

When making a turn on a green signal light, remember that pedestrians crossing on the green light have the right of way.

Any time you are approaching a green signal light anticipate the amber signal. You should be prepared to stop if the light should turn to amber before you have reached the intersection.

### ***Flashing Green Light***

A flashing green light is used to allow the traffic facing that light to turn left, right or go straight through. Opposing traffic is facing a red light, and must wait.

### ***Green Arrow (No Red Light)***

On a green arrow or arrows with no red light, you can go only in the direction of the green arrow, no other way.

### ***Green Arrow (With Red Light)***

On a green arrow or arrows with a red light, again, you can only go in the direction of the arrow. The red light indicates there will be some other possible movement allowed at that intersection for other traffic.

### ***Lane Use Signals***

Lane use signals are used to control traffic flow by reversing a lane's direction during different hours of the day. They are generally used on expressways, bridges and tunnels.

You must *never* drive in a lane under a RED "X" signal.

You are permitted to drive in a lane under a GREEN arrow or GREEN "X" signal.

### ***Pedestrian Signals***

In conjunction with signals for traffic, there are signals for pedestrians. These are the WALK and DON'T WALK signals.

### ***Hand Outline Signal***

Do not enter the roadway. Pedestrians already crossing when the signal comes on may complete the crossing. The Hand Outline means the same as the DON'T WALK signal.

### ***Walking Pedestrian Signal***

Proceed across the roadway (if safe to do so). The Walking Pedestrian means the same as the WALK signal.

### ***Police Officers/Flagman***

When a police officer or highway maintenance flagman is directing traffic, his/her signal must be obeyed even if there are traffic signs or lights. He/she will signal by hand what you are expected to do. At night, these signals may be given with a flashlight.

## Pavement Markings

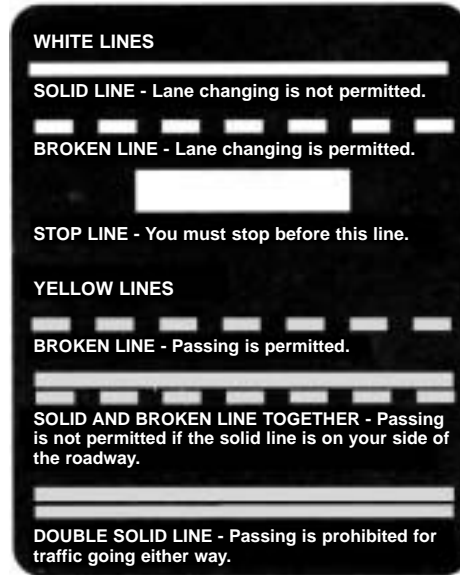
Pavement markings perform definite functions in a proper scheme of traffic control. They are used in some cases to supplement the warnings or regulations of other devices, such as traffic signs or signals. In most instances, they obtain results solely on their own merits that cannot be obtained by any other device. Pavement markings have limitations:

- They are obliterated by snow and ice.
- They are not clearly visible when wet and have limited durability on heavy traffic areas.

In spite of this, they have the advantage of conveying warnings or information to the driver without taking his/her attention from the roadway.

### *Patterns or Pavement Markings*

- **Yellow** lines show the separation of traffic flows in *opposite* directions and should always be on your left when driving on two-lane roadways.
- **White** lines show the separation of traffic flows in the *same* direction.



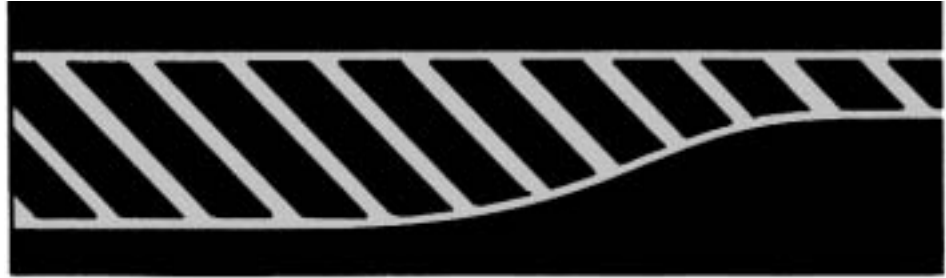
- **Yellow broken** lines indicate that *passing is permitted* where traffic allows.
- **White broken** lines indicate that *lane changing* is permitted where traffic allows.
- **Solid yellow** lines indicate that *passing is not permitted*.

- **Solid white** lines indicate that *lane changing is not permitted*.

Crosswalks and stop lines are some other forms of pavement markings. Both of these types of markings are designed for pedestrian safety. They indicate to the driver where he/she must stop. Stop lines may be found on the pavement prior to the crosswalk in intersections controlled by traffic signs or signals. The driver must stop his/her vehicle prior to the stop line. In the absence of a stop line, the vehicle must be stopped prior to the crosswalk when indicated by a traffic sign or signal or when pedestrians are in or about to enter the crosswalk.

### ***Cross-Hatching***

Two solid lines enclosing diagonal markings (as shown) are painted on the pavement at the approach to a fixed object in or near the roadway such as a divided underpass, bridge pier, concrete island, or other similar hazards. The markings are intended to guide traffic away from the obstructions. In addition, yellow and black markings are painted on the fixed objects themselves to ensure adequate advance warning of the hazards ahead.



### ***Directional Arrows***

Directional arrows tell you in which direction you can move.



## **Right-Of-Way**

All drivers have a moral and legal responsibility to avoid collisions. If you have the right-of-way at an intersection and a driver refuses to yield to you, there is some responsibility upon you from a safety standpoint to avoid a collision, rather than insist upon your right-of-way.

Don't forget the old adage – “You could be right – Dead Right.”

### **Uncontrolled Intersections**

When two vehicles approach an intersection, where there are no traffic signals or signs controlling the movement of traffic, both must slow down. The vehicle on the left must always yield the right-of-way to the vehicle on the right. A vehicle entering an intersection does not automatically have the right-of-way. The driver with the right-of-way must exercise proper caution in order to avoid being involved in a collision.

### **No Markings**

When entering a street or highway from a private road, alley, building, driveway or lane, you should yield the right-of-way to all traffic

and pedestrians. Only proceed when it is safe to do so.

### **Turning Left**

At all intersections except where controlled by an advance signal.

When turning left, give the right-of-way to vehicles within or approaching the intersection. Do not attempt to make a left turn in front of approaching traffic unless the turn can be completed in safety.

### **Emergency Vehicles**

Priority is given to all emergency vehicles, including fire engines, police cars and ambulances. They have the right-of-way at all times while displaying flashing red lights and signalling with a siren, bell or exhaust whistle.

Upon the approach of an emergency vehicle, you are required to yield the right-of-way by immediately pulling over to the right hand curb or edge of the roadway clear of an intersection and stop. Remain stopped until the emergency vehicle has passed.

**Remember:** No driver may follow within 150 m. (500ft.) of a fire engine unless he/she

is the driver of another emergency vehicle.

### **Funeral Processions**

Drivers who encounter a funeral procession should, as an act of courtesy, allow it to proceed without interference. Usually a funeral procession is made up of cars travelling with lights on. In some places the funeral procession may have a police escort.

### **Lanes, Driveways & Alleys**

If you are about to enter or cross a highway or roadway from a private road, alley, building, driveway or lane, watch carefully for traffic or pedestrians and yield the right-of-way to traffic approaching so closely that it constitutes a hazard.

### **Blind Persons**

Whenever you see a blind person, drive with caution and be prepared to stop at any time. Blind and partially blind people carry white canes or are guided by guide dogs. Often a person will raise his cane when he is uncertain of crossing the street in safety.

That is your signal to STOP and give him the right-of-way. Learn to recognize a guide dog by its special harness which allows

the person to hold on firmly. Watch that you don't startle the animal by roaring your engine or honking your horn.

## Traffic Circles

In a traffic circle the vehicle on the right must yield to the vehicle on the left. In the diagram, traffic in the lane(s) indicated by red must yield to traffic in lanes indicated by yellow and traffic entering the circle must yield to traffic in the circle.

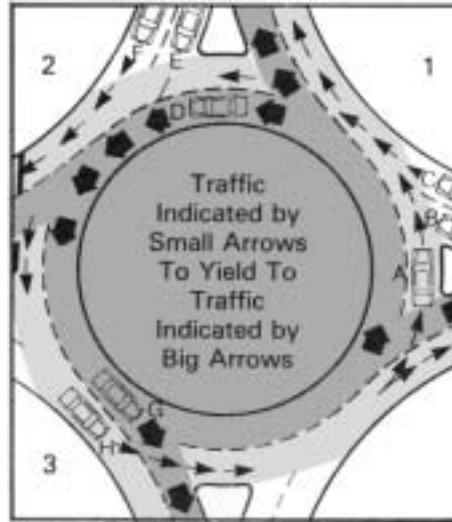
In the examples shown:

1. B and C must yield to A.
2. E must yield to D while F and D may proceed together.
3. H must yield to G if H wishes to continue around the circle.

Note: As you leave the circle, you should do so in the same lane in which you have been travelling within the circle.

## Railroad Crossings

The deadliest of all accidents is a collision with a train. Watch for a stop sign or other signal at the crossing. In the city or on the highway always look well ahead of the



crossing for a train coming from either direction. If your view is obscured, slow down and be prepared to stop. Always yield the right-of-way to the train. If you approach a railway crossing when:

- an electrical or mechanical signal gives warning of the approach of a train;
- a crossing gate is lowered;

- a flagman is giving a signal warning of the approach of a train;
- a train is in dangerous proximity to a crossing and you can see or hear it;

You must STOP – and do not proceed until safe to do so.

If the railway crossing is outside a municipality, you must stop not less than 5 m (15 ft.) from the nearest rail of the track. If the railway crossing is within a municipality, you must stop not less than 15 m. (50 ft.) from the nearest rail.

After the train has passed, wait to see if it is safe to cross. Drivers have started across the tracks right after a train has gone by only to be struck by a second train coming from the opposite direction. For signal controlled crossing do not proceed until the signal has stopped and it appears safe to do so.

**Remember:** distances and speed can be deceiving, don't take chances. An accident with a train always results with the driver of the motor vehicle losing.



Remember too, that the law requires some vehicles, such as buses and trucks bearing flammable or dangerous material, to come to a complete stop before going over railroad tracks at crossings not protected by gates or warning lights. They must do this even if there is no sign of a train approaching. Some companies require their vehicles, notably buses, to stop at all railroad crossings. Therefore, be prepared to stop when driving behind these vehicles.

If your vehicle has a manual transmission, be sure to approach a railway crossing in a gear which will allow you to cross the tracks without shifting gears. Never shift gears while driving over a railway crossing, it is both unsafe and illegal.

## **Crosswalks**

Crosswalks may be found at most intersections. Whenever you are approaching a crosswalk be on the lookout for pedestrians. If there is a pedestrian in the crosswalk, you are required to stop and yield the right-of-way to any and all pedestrians. There are two types of crosswalk signs used to indicate frequently

travelled crosswalks. One is for school crosswalks and the other is for pedestrian crosswalks.



School crosswalks are not just for children. All pedestrians making use of them have the same crossing privileges. These signs may be found in school zones so use extreme caution when approaching this sign.

Another sign which requires caution is the pedestrian crosswalk sign. A driver should always be cautious when approaching a crosswalk and especially careful when either of these signs are observed.

**Note:** Passing another vehicle that is stopped for pedestrians is both highly dangerous and illegal.

## **School Zones and Playground Zones**

School zones and playground zones are slow zones set up by a municipality where and when the need for extreme caution arises. Be familiar with the various zone speeds within your community and their locations. You are required to slow down to a reasonable and prudent speed when a child is on or near a roadway or close to a school or playground, proceed with caution. In the interest of our children's safety, reduce speed and be prepared to stop suddenly.

## **Pedestrians**

### ***Pedestrian Responsibilities***

Nearly 20% of all traffic deaths are pedestrians. As a pedestrian, you are subject to the same traffic laws as all motor vehicles. Traffic law dictates that where there are marked crosswalks or traffic signals, vehicles must yield to you – BUT DON'T COUNT ON IT. If you cross the street anywhere other than a crosswalk or an unmarked walk at an intersection, you must yield to vehicles. Jaywalking and intersection dashes, which often surprise drivers, could end tragically for you.

If you walk where there is no sidewalk, keep on the left side facing oncoming traffic. At night wear something light-coloured so drivers can easily spot you.

### ***Driver Responsibilities***

Yield to pedestrians under any circumstances – even for jaywalking. Never park in a marked pedestrian crosswalk.

Residential and school zone areas are especially dangerous with children darting continually across the street. In these areas it is a good idea to slow down below the posted speed limit so you can be prepared to stop suddenly if necessary.

### **School Buses**

Whenever you approach a school bus from either the front or rear, which has stopped to pick up or discharge passengers while displaying its flashing lights, you must stop before reaching the bus. You must remain stopped until the bus has started up again or until the school bus driver ceases to operate the flashing lights, or waves you to proceed.

## **Cyclists**

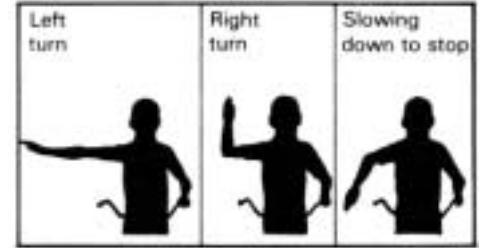
The number of cyclists on Nunavut roadways is increasing. Among the users of our roadways, the cyclists are the most exposed. Some of them often ignore elementary traffic rules. However, many motorists would gain from knowing more about cyclists. Here are some important clues:

**Visibility** – Bicycles are small and therefore less easily seen. Accidents may occur when cyclists thread their way between stopped vehicles if drivers omit to check their rearview mirrors and blind spots before turning.

**Stability** – A young cyclist perched on a bicycle too high for him has little control and the wind caused by a passing truck may knock him down.

**Difficulties** – Cyclists experience difficulties of which motorists are unaware: a slippery or leaf-covered road surface, a sewer grid or wet rails may force them to turn sharply and make them fall.

**Weak points** – Cyclists are more exposed to accidents than motorists since they have less protection. Any impact, even at low speed, may result in serious injury.



### ***Rules Cyclist Must Obey***

Comply with traffic lights, signals and signs and signal your intentions (see illustration).

When riding in a group, keep in single file.

Ride astride your bicycle and hold the handlebars at all times.

Never ride between two lines of vehicles whether they are in motion or not.

Ride on the far right-hand side of the road in the same direction as the traffic, unless that space is obstructed, you are using a cycle path or cycle lane or you are about to turn left.

Use the cycle path or cycle lane on roadways which have them.

Never take on a passenger unless the vehicle is equipped with a fixed seat for that purpose (a tandem bicycle for example).

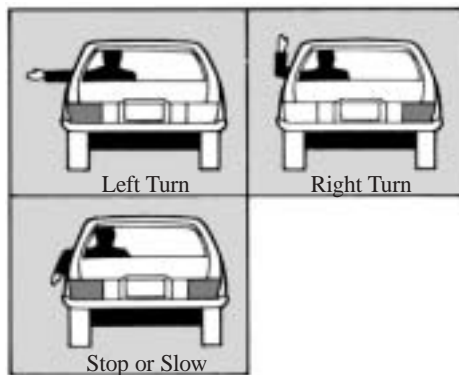
Never allow yourself to be towed by means of a motor vehicle.

## Signalling

The law requires you to signal other drivers of your intention to stop or decrease the speed of your vehicle – turn to the left or the right – change from one lane of traffic to another lane of traffic – leave the roadway – set your vehicle in motion from a parked position. Signals must be given by signalling devices, stop light or hand and arm. Give correct signals well in advance and in such a way as to be plainly visible to other drivers. A distance of 30 m. (100 ft.) in advance of the turn or stop is recommended for town driving and 150 m. (500 ft.) for highway driving. Check your signalling devices frequently to ensure that they are working properly. A road test will be refused if the signalling devices are not working properly. Check that the signal device has cancelled after a turn is completed. If your signal lights are not working, before you have them repaired, you must use hand signals. Remember – give signals well in advance and discontinue when turning. Use both hands on the steering wheel.

## Turning

Many accidents happen as the result of improper turning without due care and attention. It is dangerous, discourteous and an offence to make a turn incorrectly. There are certain steps which all drivers should take before making turns:



1. Decide on the place you intend to turn before you reach it. It is dangerous to decide at the “last second” to make a turn.
2. Look behind and to both sides to see where other vehicles may be before you change lanes, then signal your intention.

3. Move into the proper lane as soon as possible. The faster the traffic, the sooner you should get into the proper lane for your turn.
4. You should give a signal well ahead of your turning point in order to give ample warning to others. If using a hand signal hold it until you are close enough to the intersection so that pedestrians and other drivers are aware of your intention to turn. Do not hold the hand signal while making your turn. You need both hands on the wheel.
5. Make turns at low speed, keeping your car under complete control.
6. Make your turns correctly as shown in the following pages. This will be easy if you are in the proper lane and proceeding slowly enough at the time you begin to turn.
7. Complete your turn in the proper lane.

Turning faults most frequently committed are:

- turning before making sure it is safe;
- failure to watch for cars approaching from the rear which are attempting to pass;
- giving a short or late signal, or no signal at all;

- starting to turn too soon (cutting the corner)
- failure to remain in the proper lane;
- failure to yield the right-of-way to pedestrians;
- turning at too high a speed for proper control.

### ***Right Turns***

The procedure for making a right turn is always the same on any type of street or highway. Always keep in the right-hand lane. Many drivers tend to swing to the left before turning right. This is an extremely dangerous practice because the driver behind you does not expect this move, and may be passing you just as you swing into his lane. Unless a sign indicates otherwise, a right turn may be made on a red traffic light, provided the vehicle is brought to a full stop and yields the right-of-way to pedestrians and other traffic.

### ***Left Turns***

Before making a left turn you should enter the proper lane well in advance of the intersection, and indicate your intention by a visible signal. You must yield the right-of-way to any vehicle approaching from the opposite direction, so close to the intersection that a collision could

result. Drivers approaching from the opposite direction should exercise caution. You must also yield to any pedestrian in the crosswalks. While making the turn you must not proceed until you are certain that the turn can be made safely. Be alert for these hazards whenever turning to the left:

- cars approaching from the opposite direction;
- pedestrians in the crosswalk;
- cars that may be passing you;
- cars turning right into the same street, and turning too wide;
- cars coming from your right.

Remember that at uncontrolled or open intersections you may be required to yield the right-of-way. Turning to the left on highways presents special problems due to high speeds of other vehicles. Signal well in advance and watch for cars that may be passing you. Remember also, that speed is not easy to judge when another vehicle is coming from the opposite direction.

At night it is even more difficult. Never act impulsively before turning. Sudden turns have caused the deaths of many people.

Left turns are more difficult and dangerous than right turns because different types of streets require different left turn procedures.

### ***Left Turn from Two-Way Street To One-Way Street***

Well back from intersection, signal intention to turn left. Look behind for traffic, then move as close to the centre line as possible when the way is clear. Look ahead and to left and right before starting to make turn. Make left turn from right of point (as shown) where centre line meets intersecting street. Complete your turn in lane for traffic closest to left curb on one-way street.

### ***Left Turn From One-Way Street to Two-Way Street***

Well back from intersection, signal intention to turn left. Move to the left side of the one-way street when the way is clear. Look ahead, to the left and to the right before starting to make your turn.

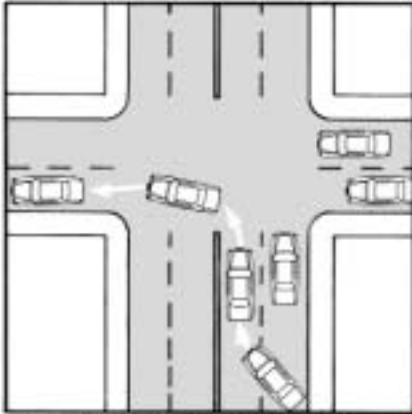
Make your turn to the right of and as close as practical to the centre line.

### ***Left Turn From One-Way Street to One-Way Street***

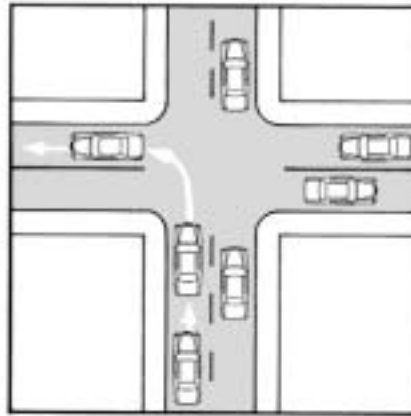
Well back from intersection, signal intention to turn left. Move to the left side of the one-way street when the way is clear. Slow Down. Look ahead and to the right and left before



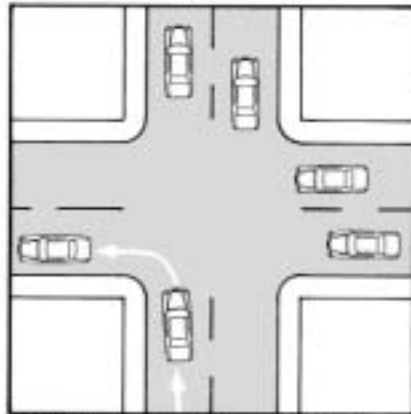
Left and right turns



Left from two way to one way street



Left from one way to two way street



Left from one way to one way street

starting your turn. Enter intersecting one-way street as close as practical to the left-hand curb or edge of the roadway.

### ***Turnabouts***

At times, it may be necessary for you to turn your vehicle around to proceed in the opposite direction. This may be accomplished by making a U-Turn, Two-Point Turn or a Three-Point Turn. Each of these turns must be made with extreme caution and only where not prohibited.

### ***U-Turns***

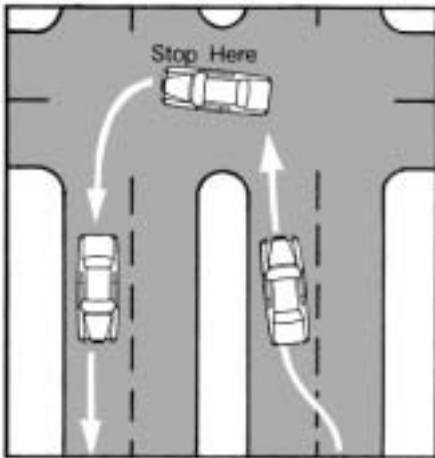
U-Turns are hazardous movements for the expert driver, and they are even more dangerous for beginners. New drivers often lack experience to judge when it is safe to make such turns. In areas where traffic is heavy, the driver attempting to make a U-turn would save more time, and lessen the risks, by going around the block. If you must make a U-turn follow these suggestions carefully – and remember the responsibility to avoid an accident rests with you:

- Well before the intersection, move into the proper lane (the left lane whenever practicable) after checking traffic behind and signalling.
- Begin left turn signal at a reasonable

distance from the intersection and start slowing down.

- When you reach the corner, swing into the intersecting street. When you reach this position, stop.
- While in the stopped position check traffic and look carefully to your right and left as well as ahead and behind you.

## U-TURN



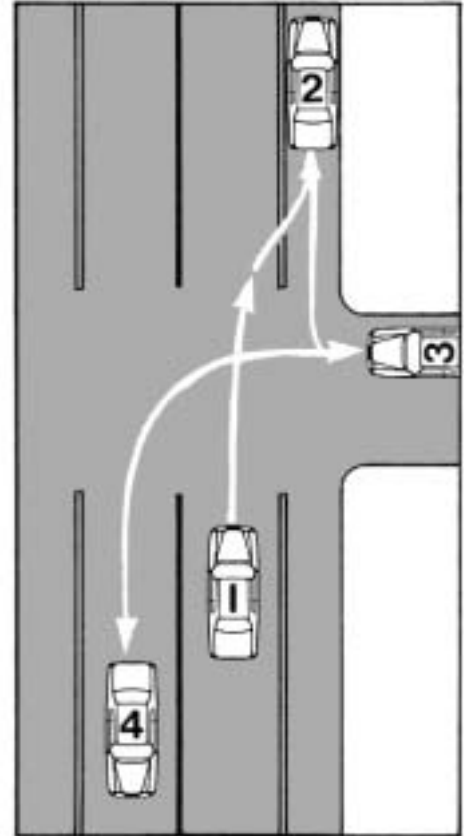
- If there is a clear gap in the traffic proceed to complete the turn so that you end up in the extreme right lane (free of parked vehicles).

## *Two-Point Turns*

Where there is insufficient space to make a U-turn, and where a turn or back-up is not prohibited, you may turn your vehicle around by backing into an approach or place.

## TWO-POINT TURN

- Well before the place where you wish to turn around, position your vehicle to the right-hand lane.
- Proceed past the intersection and pull onto the shoulder.
- Stop your vehicle about two feet out from the edge of the roadway.
- Check for traffic.
- Begin slowly backing up. When the rear bumper is even with the intersection, turn wheels sharply to the right. As you enter the approach, straighten the wheels and stop.
- Check for traffic again.
- Signal for a left turn, check for traffic and proceed to make a left turn into the left-hand driving lane.



### ***Three-Point Turn***

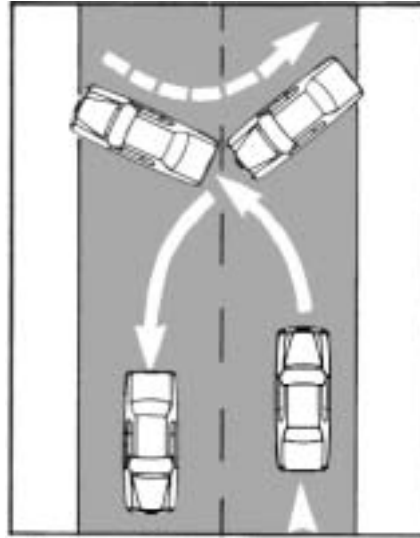
At times it is necessary to turn your car in close quarters. To turn around, start from extreme right side, check for other traffic, give the proper turn signal and when way is clear turn the steering wheel sharply to the left while moving forward. When you have turned the wheels completely to the left, drive slowly forward to within a few centimetres of the left curb or edge of the roadway. After stopping, place gear in reverse and turn the steering wheel sharply to the right while reversing. When you have turned the wheels completely to the right, back slowly to within a few centimetres of the curb.

Repeat these manoeuvres until you have completed your turn. Avoid as much as possible, turning the steering wheel when the car is standing still, as this strains the steering mechanism and wears tires.

### ***Prohibited Turnabouts***

A driver must not turn a vehicle so as to proceed in the opposite direction unless he can do so without interfering with other traffic. Turnabouts are absolutely prohibited at the following locations:

### **THREE-POINT TURN**



- upon a curve;
- upon an approach to, or near, the crest of a grade where the vehicle cannot be seen within 150 m. (500 ft.) by the driver of another vehicle approaching from either direction;
- at a place where a sign prohibits making a U-turn.

### ***Approaching an Intersection***

Most hazards occur at intersections and knowledge of the right-of-way rules is essential for all drivers. As a defensive driver, you should not depend on other drivers always to obey these rules. To avoid intersection accidents, it is suggested that you follow these common sense practices:

1. Never enter a limited view intersection at a speed at which you cannot stop safely, should you need to do so.
2. Do not assume you have the right-of-way, even when it is reinforced by traffic lights or traffic signs. Look left and right before entering any intersection. Look for and expect the violator to run the sign or lights.
3. Be alert and anticipate a change of a green light to avoid running through an amber or red light. When getting the green "Go" light, check right, left and ahead for the "Late Runners", before proceeding.
4. Do not depend on other drivers to signal or execute their turns correctly.



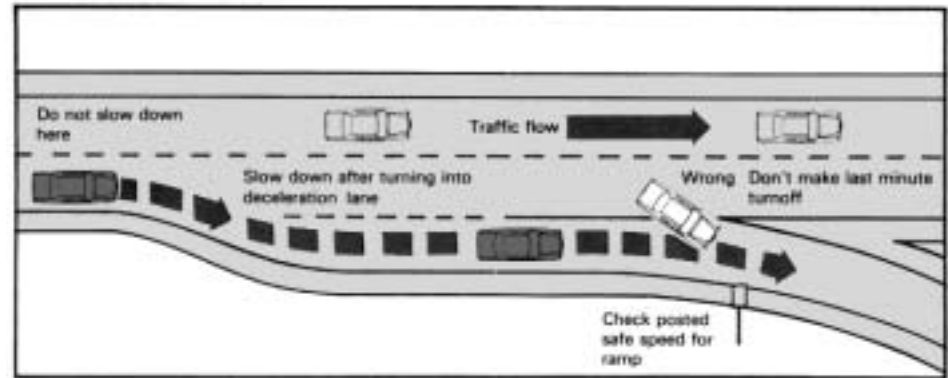
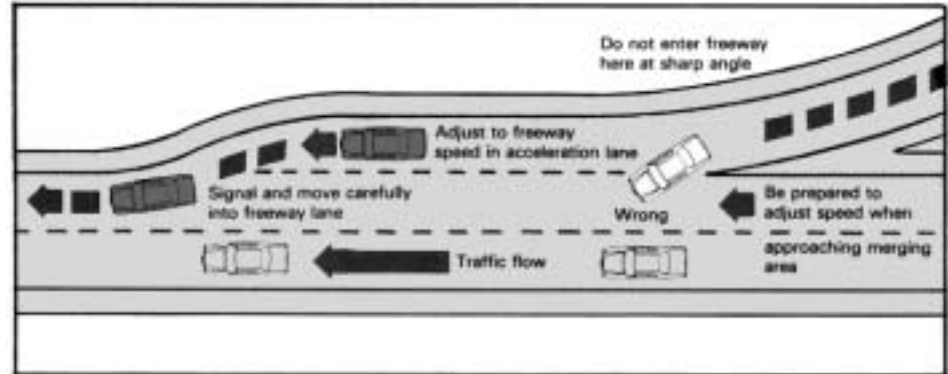
## Safe Driving Practicing

### Freeway Driving

(Tips for freeway driving)

- Leave freeway by reducing your speed in the deceleration lane, not the freeway lanes.
- Maintain steady speed consistent with the speed of other traffic.
- Obey posted speed limits. At higher speeds you cannot react and stop quickly enough in an emergency.
- Keep your distance...remember the two second interval...more space in unfavourable road and weather conditions.
- Enter freeway by accelerating to the freeway speed in the acceleration lane not the freeway lane.
- Watch for motorists entering freeway. Adjust your speed to allow them a smooth safe entry.
- Avoid lane hopping. Stay in your lane unless overtaking and passing another vehicle.
- Signal lane changes

### CONTROLLED ACCESS HIGHWAYS





- Pass on the left whenever possible, but if necessary you may pass on right with caution, if right lane is available for traffic. **DO NOT PASS ON SHOULDER.**
- Guard against highway fatigue. Plan ahead for regular rest stops.
- In an emergency...a breakdown or tire trouble...get as far off the road as possible.
- Do not drive side by side. Speed up or slow down to clear lane.

### **Controlled Access Highways**

Controlled access highways usually consist of four lanes, dividing into two sets of two lanes by a median. A median is the area of land that separates the two sets of highways. It usually is seeded to grass and trees, or it may be of other material. Do not drive on the median.

Entering a freeway is very different from entering an ordinary road or street. Stay in the acceleration lane and accelerate as quickly as possible to the freeway speed. This will enable you to merge smoothly with the freeway traffic. Drivers already on the freeway should adjust speed to allow those entering to merge safely and smoothly.

Leaving a freeway at an interchange, watch for your signs and choose the correct exit. Be in the correct lane and signal your intention to turn off. Reduce your speed in the deceleration lane, not on the freeway lanes. On the exit ramps, safe speeds are usually indicated. If you miss your exit, do not stop. Maintain speed and leave at the next exit. Do not stop. Do not back up. Do not turn around.

### **Following Distances**

Analysis of accidents has revealed the startling fact that nearly two-thirds of rear-end collisions occur under ideal driving and road conditions. This fact would tend to disprove the claim that bad road conditions cause most of the rear-end collisions. In most cases the responsibility of this type of collision must be placed on the driver following other traffic. For ordinary passenger vehicles the minimum safe following distance is at least one car length (approximately 20 feet or 6 metres for every 10 miles per hour/15 kilometres per hour) of speed. When roads are slippery, this distance should be doubled.

It is sometimes hard to estimate a reasonable distance between your car and the vehicle you are following to be sure of having a safe space in which to stop. Volume of traffic, road conditions and traffic speed constantly demand adjustments in your following distance.

The “*Time Interval Driving Method*” will allow you to calculate a safe following distance between your car and a vehicle ahead. It will give one-and-one half car lengths for 15 km/h (10 miles per hour) of speed.

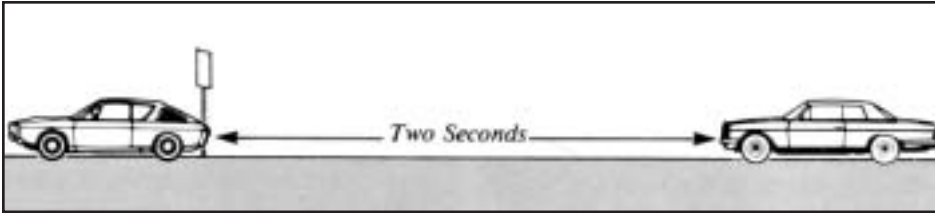
Under poor driving conditions, you should increase the two-second interval to three or more seconds.

### ***If You Drive A Bus Or Truck Or Truck And Trailer***

Round out the length of your vehicle to the nearest ten feet and divide by ten to determine your count.

Example: If your truck and trailer is 48 feet, round to 50.

50/10 = 5 second count



### THE TIME INTERVAL DRIVING METHOD

- (1) *The car ahead is about to pass a checkpoint (sign, driveway, pole or other marker).*
- (2) *Begin counting seconds as the rear of the car you are following passes your selected checkpoint.*
- (3) *If it takes fewer than two seconds for your car to pass the same checkpoint,*

*your INTERVAL IS TOO SHORT to allow you to stop in the assured clear distance ahead.*

- (4) *If it takes two seconds or more for your car to pass the same checkpoint you have developed a REASONABLE INTERVAL between your car and the vehicle ahead.*

A short observation of the driving technique of the driver ahead will tip-off the professional driver to what he may expect. If the vehicle ahead is a tail-gater, you can expect him to have frequent “panic stops”. The driver ahead who maintains a safe following distance, usually has a longer,

lighter brake application for his stops, giving you adequate notice by his brake lights that his speed is reducing.

#### **To Avoid Rear-End Collisions:**

- Don’t be impatient. Keep calm in slow moving traffic. Watch for the brake lights of the car ahead. They may not be operating

(and you may not discover this until it is too late). Be prepared for sudden stops.

- Look for problems that might develop for the driver in front of you.
- Watch for a decrease in distance between your car and the one ahead.
- Don’t second guess the driver ahead. Assume nothing. For example, don’t take it for granted that the car ahead will go through an amber light. Many drivers know the meaning of amber lights and stop.
- If the car ahead has stopped, allow sufficient time and distance for it to resume motion.
- Pay strict attention to your driving. Don’t let personal problems or day dreams take your attention from the road. This applies to driving at all times.

#### **Avoid Being Struck**

Avoid being struck by:

- Keeping your brake lights in clean and working order. Flash them when standing, moving slowly, or preparing to stop.

- Knowing what's happening behind. Using your inside and outside rear view mirrors frequently. Keep your rear window clean and clear of frost and snow.
- Signalling well in advance for turns, stops or lane changes. The driver behind you can't read your mind.
- Slowing down gradually over a long distance to give the driver behind more time and space in which to react.
- Keeping pace with the traffic within the limitations of weather conditions and speed limits.

## **Passing**

### ***Passing in a Municipality***

You should never pass:

- At an intersection on a two lane street or highway. If the car ahead is making a right turn, you may cautiously pass on the left side, or if making a left turn you may cautiously pass on the right side, providing you do not drive off the travelled portion of the roadway or on the shoulder but you must not cross over a solid line. Be aware that the turning vehicle you are passing may be

concealing another vehicle or a pedestrian.

- At any crosswalk or any other place where a car has stopped to yield the right-of-way to a pedestrian or another vehicle.
- In a school zone or playground zone, even if the other car is travelling at 10 km/h you should not attempt to overtake it on either side.
- On the right side of a street except where the lanes are marked.
- On the left side of the road if it is not sufficiently clear ahead.

### ***Passing on Highways***

Passing other vehicles on a highway calls for extra skill, good judgment of speeds and distances, and extreme caution. If you are passing a car going 80 km/h in a 90 km/h zone, it takes about 1/2 kilometre at 90 km/h to complete the pass. At night, judgment of distances and speeds of approaching vehicles becomes even more difficult and the risks are greater.

Drivers, whose main driving is done in cities, are not accustomed to making critical and rapid judgments at high speeds. They may not

know when it is safe to pass. If you are a city driver, take your time on the highway before making a decision. A hasty one may cause a serious accident.

In heavy traffic little can be gained from passing other vehicles. Nothing is more selfish than the behaviour of some motorists who insist on passing when in a long line of cars. They not only run the risk of a head-on collision, but if forced to cut in fast, they could collide with cars in their own lane.

### ***Passing Rules***

It is equally important to know when not to pass as well as when to pass. The important thing to remember is – when there is any doubt, do not pass. Learn the following highway passing rules and practice them each time you consider passing another car.

#### ***Do's:***

- Decide if it is necessary to pass, then check traffic ahead and behind. Always check your rear view and outside mirrors for traffic. Stay well back from the car ahead for better sight distance.
- Signal your intention to make a move to the

left. Check your mirror's blind spot. Make sure the road is clear of oncoming vehicles for sufficient distance to allow safe passing.

- Always pass on the left side, except on four lane highways when the other vehicle is turning left and the right lane is open. Wait until you can see the passed car in your rear view mirror, then return promptly to the right lane.
- Be sure to give a right turn signal before moving back into the right lane.
- If you are being passed, assist the passing driver by reducing speed and keeping to the right of the roadway.

#### ***Don'ts:***

- Do not pass or cross over on the left of the double solid line on a four lane highway.
- On a two lane highway do not pull out across the centre line to see if it is clear to pass. You should be able to see well enough while remaining in the right-hand lane.
- Do not attempt to pass in an area where there are signs prohibiting such manoeuvres.
- Do not exceed the speed limit.

- Do not cut in on the vehicle you have just passed.
- Do not pass when approaching within 30 meters (100 feet) of an intersection, railway crossing, bridge, viaduct or tunnel.
- Do not pass near the crest of a hill.
- Do not pass upon a curve if your view is obstructed within such distance as to create a hazard.
- Do not pass unless the left-hand side of the highway is clearly visible and is free of both oncoming traffic and overtaking traffic for a sufficient distance to allow you to complete your passing manoeuvre to be completed without interfering with any other vehicle.

#### ***When Meeting Other Vehicles***

The driver of a vehicle should keep to the right of the road when meeting another vehicle that is moving. If there is only width for one lane of traffic in each direction, the driver should give as close as possible to one half of the roadway to the other vehicle being met. If it is impractical to do either of the above, each of the drivers should stop and before proceeding to pass the other, take all precautions

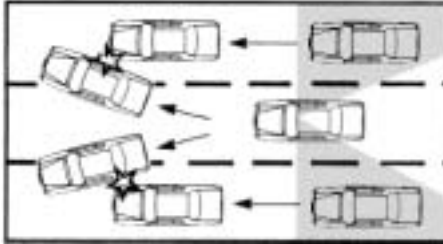
necessary, and if required, assist one another in passing safely. Let common sense and courtesy be your guide.

## **Lane Changing**

When you wish to change lanes, be sure that your way is clear by checking traffic behind and beside you. Look in your rear view mirror for traffic approaching from the rear. Signal your intention to turn to the right or left. Do not depend on your mirror alone to ensure that the street is clear to change lanes. Before turning, turn your head in the direction of your turn and, check over your shoulder for cars that are too close to be visible in your rear view mirror. When doing this, be careful that you are not following other traffic too closely.

All vehicles have a "blind spot" in the right and left rear corners. Your rear view mirror will not show a car in the lane next to yours, when its front bumper is about even with, or past, your rear bumper. If you rely on your inside mirror only, and turn into another lane without looking on your inside mirror only, and turn into another lane without looking over your shoulder, an accident is almost sure to occur.

## MIRROR VISIBILITY



Do not leave lane changes to the last minute. Plan your route and prepare for turns accordingly. Do not change lanes at an intersection, as other drivers will not know whether your signal means you are changing lanes or making a turn at the intersection.

## Stopping – Standing & Parking

### Seeing

Before you can realize that you must stop your car to avoid an object ahead, you must see it. Because of inattention, poor vision, or low visibility conditions, you may travel some distance towards a dangerous situation, before you see it. Even after you see an object in your path, you may go an additional

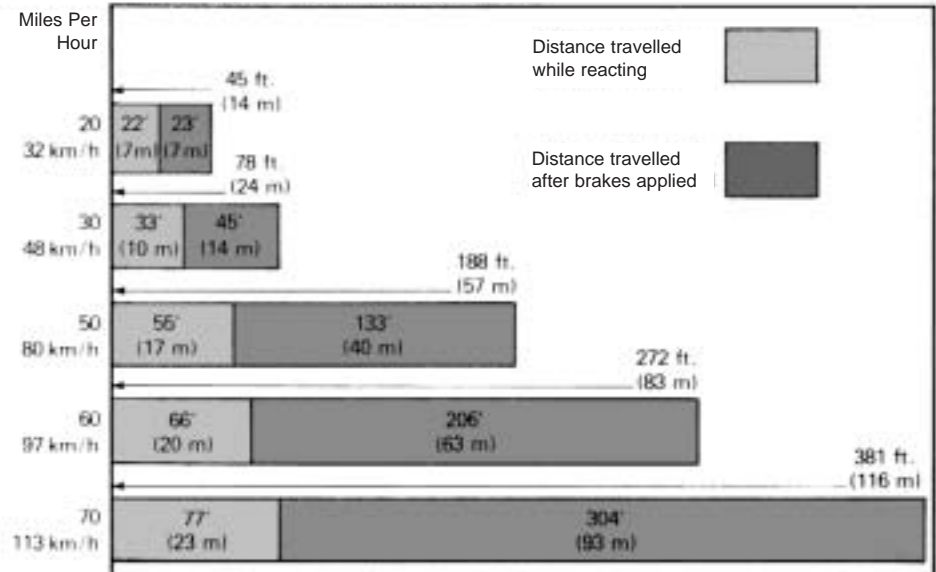
distance before recognizing it as a hazard which would require a stop.

### Reacting

Realizing you must stop, you move your foot from the accelerator or gas pedal to the brake. The distance which your vehicle travelled

during this time is called “reaction distance”. Tests have shown the average alert driver requires about  $\frac{3}{4}$  of a second to put his foot on the brake pedal, after seeing the danger.

## EMERGENCY STOPPING DISTANCES



In  $\frac{3}{4}$  of a second your car travelling at 48 km/h will go 10 meters (about 2 car lengths) before you can even start to apply the brakes.

### ***Braking***

The brakes must bring the car to a stop. How far the car will travel before the brakes will do this, depends on:

- the speed of the vehicle;
- the condition of the brakes;
- the condition of the tires;
- the nature and condition of the road surface, and
- whether the vehicle is on a level road or travelling up or down a hill

At a speed of 48 km/h, the average braking distance is 14 meters with all conditions being favorable. The total stopping distance for a car, travelling at 48 km/h, after the driver has seen the reason for stopping, is the sum of the reaction and braking distance – a total of about 24 metres or five car lengths.

***Do not use your left foot on the brake.***

### ***Stopping and Parking***

Unless directed by a traffic officer or traffic control device, no person may stop, stand or park a vehicle:

- in or within 6 m (20 ft.) of a crosswalk;
- in front of a public or private driveway;
- within an intersection;
- within 3 m (10 ft.) of a fire hydrant;
- within 15 m (50 ft.) of the nearest rail of a railway crossing;
- within 6 m (20 ft.) of a driveway to a fire station, or as signs direct;
- on the roadway side of another vehicle that is already stopped or parked (that is, you may not “double park”);
- within 5 m (15 ft.) of a stop sign, traffic signal or flashing beacon;
- upon a bridge;
- in such a manner that it obstructs traffic or constitutes a hazard to others.

Where stopping and parking is permitted, the right front and rear wheels of your vehicle must be within 30 cm (12 in.) of the curb or edge of a roadway.

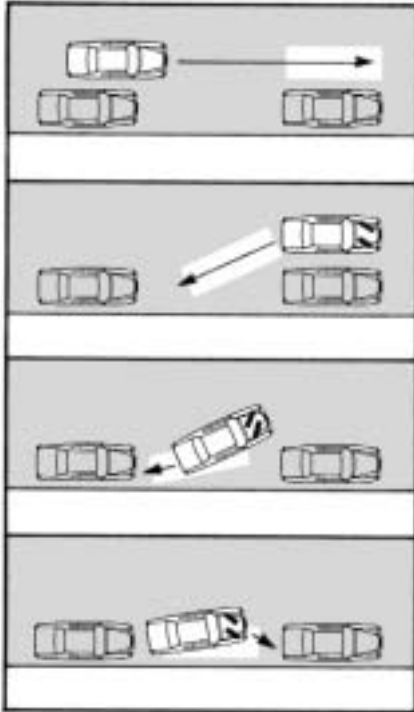
***Parallel Parking*** – requires good control of your vehicle, accurate judgment, and a good understanding of steering in both directions.

Learn to judge whether or not the space left along the curb is sufficient for parking. A rough rule to remember is that you need at least 1 1/2 m (about 5 ft.) more than the overall length of your car to park easily.

- 1) Give a hand signal and pump brake pedal (to flash brake lights) when stopping. Stop even with the car ahead, about 45 cm (18 in.) away from it.
- 2) Back slowly, turning wheel sharply to right until car is at 45 degree angle with curb, then straighten front wheels.
- 3) Back slowly until left headlight of rear car is visible, turn wheels sharply to left and again, back slowly.
- 4) Turn steering wheel to the right to bring car parallel to the curb in the centre of the parking space.

Many drivers find parking in a limited space an extremely difficult manoeuvre to make. Only practice develops this necessary driving skill.

### STEPS IN PARALLEL PARKING



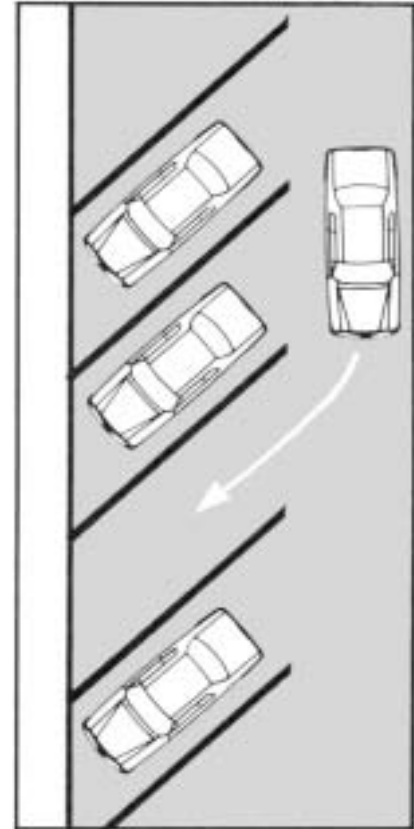
### Angle Parking

This type is commonly used in parking lots, shopping centres and (in some communities), on especially wide streets.

- 1) When entering a parking space on your right, signal your intention and slow down.
- 2) Remain parallel to curb at least 1 1/2 m (5 ft.) out from parked cars.
- 3) Steer sharply right when your car's front end is even with the rear of the parking space. Drive slowly into space midway and centre.
- 4) Straighten wheels, continue forward until front wheel barely touches the curb.

While the actual parking procedure is easy to do, backing out from this position can be hazardous. Don't just rely on your rear view mirror. Make sure it is clear behind and on both sides before backing up. If your vision is blocked, for example, by a truck parked beside you, move back cautiously watching for a pedestrian or vehicle that might suddenly appear.

### ANGLE PARKING



### ***Parking on a Hill:***

Place your vehicle in reverse or low gear if you have a manual transmission. If you have automatic transmission put it in Park. You should also firmly set your parking brake.

### ***Downhill Parking:***

To prevent your car from rolling down a hill, turn the wheels to the curb so the position of the wheel will help hold the car.

### ***Uphill Parking:***

Similarly, if your car is to be parked uphill, turn the wheels from the curb to the left.

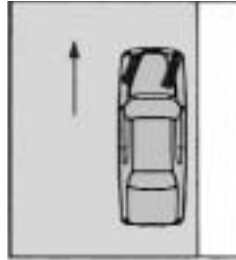
If there is no curb, whether you are parking up or downhill, turn wheels slightly to the right so that if the car begins to roll, it will move off the roadway.

### ***General Parking Rules:***

You may not park your vehicle on a travelled lane.

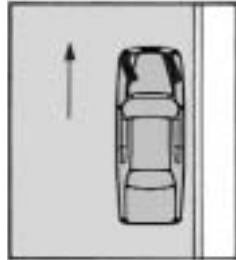
It is illegal for any person to open a car door without ensuring that the act will not interfere with the movement of or endanger any other person or vehicle. A passing cyclist or another car may run into the door, or pin you against the vehicle.

### **PARKING ON A HILL**



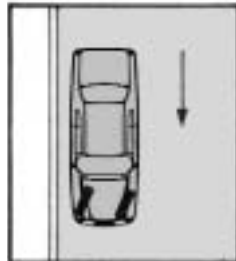
UP HILL  
without  
curb

Turn wheels  
right, to curb



UP HILL  
with  
curb

Turn wheels left,  
away from curb



DOWNHILL  
with or  
without  
curb

Turn wheels right

When leaving a parked position, always check traffic all around you. Signal mechanically or by hand your intention and wait till it is safe to pull out. You do not have the right-of-way and should be prepared to pull back to allow other vehicles to pass. Often, courteous drivers do stop or slow down so you can pull out.

### **Speeding**

The safe speed is the one which allows you to have complete control of your vehicle and permits you to meet any emergencies that might arise.

After traffic engineers, the police and other authorities had studied accidents, records, traffic volumes, the average speed of cars, and related data, the maximum permissible speed limits under ideal conditions were determined. If road, visibility or traffic conditions are less than ideal, slow down to less than the speed limit indicated. Drivers depend on others to follow the speed limit. When you are in a 50 km/h zone the decisions you make while driving will be based on the assumption that you will not meet a driver doing 60 km/h or 80 km/h. When you speed, the entire burden of



avoiding an accident is placed on other drivers and pedestrians.

The maximum speed limits are as follows:

- the basic speed limit outside cities and towns is 90 km/h day or night.;
- the speed limit for trucks outside of cities and towns is 80 km/h day or night;
- the basic speed limit in cities and towns is 50 km/h or as posted;
- the speed limit is between 50 km/h and 90 km/h in modified speed zones (usually arterial streets in cities and towns or leading to them, or on approaching highway intersections);.
- men at work or road construction zones are as posted, or you should drive at a reasonable and prudent (cautious) speed;
- in school and playground zones, the speed limit is as posted or you should drive at a reasonable and prudent speed.

### ***Safe Speed***

The question is not whether 90 or 100, or 50 or 15 kilometres per hour is a safe speed. Safe speeds can be judged only in relation to conditions at a given time. The fact that a given stretch of road is zoned 90 km/h does not mean that it is safe to travel at 90 km/h every minute you are in the zone. There are times when 10 km/h would be too fast and other times when 90 km/h would be quite safe.

The rule for safe speed is a simple one, and learning it and observing it may keep you alive and free from injury: “Never drive so fast that you cannot bring your vehicle to a safe stop in the clear distance ahead.”

### ***The Slow Driver***

Speeding is dangerous, and so is driving too slowly. Drivers who assume speeds far below the normal flow of traffic create a great hazard. Such drivers often block those behind them causing other drivers to jump from lane to lane, or to take chances on passing when there may not be sufficient clear road ahead. The law prohibits anyone from driving at such slow speeds that they impede the normal

flow. If for some reason you must travel at a reduced speed, it is a matter of common sense and courtesy to:

- move to the right lane and permit other traffic to pass
- pull off the roadway and stop to allow other traffic to get by.

The slow driver has become more of a problem with the increase in trailers on our highways. It is often difficult to keep with the flow of traffic when you are pulling a trailer behind you. If you find that you cannot match the traffic flow, it is advisable that you pull over to the side of the road to let traffic behind pass by.

## Hazardous Driving Conditions

### Gravel

Driving on gravel is not like driving on pavement. The principal differences are important. An understanding of the differences and appropriate action based on that understanding, may mean the difference between safe, pleasant driving and disaster. The principal differences between gravel and paved roads are:

- 1) Dust;
- 2) Flying rocks, stones;
- 3) Loose gravel;
- 4) Inadequate traction.

There are steps that may be taken to minimize the dangers inherent in these conditions. Knowledge and the practice of them may save lives – yours and others – as well as preventing accidents.

### Dust

Any vehicle moving on gravel at highway speed will leave a dust cloud causing restricted visibility on the highway. As an added safety measure, motorists are required to travel with



headlights on at all times. The dust cloud from a tractor trailer unit may be 1/2 km long or more. There may be another vehicle hidden in that dust cloud. It may be travelling in the opposite direction and perhaps, because the driver's vision is obscured by dust, it is not on its side of the road. There may be a parked vehicle or a vehicle travelling in the same direction, or perhaps a section of loose gravel or a pothole or two. If you try to catch up to and pass the vehicle making the dust cloud, you will be travelling in more or less obscurity. Other vehicles, loose gravel or potholes may not be seen until it is too late to avoid them. Do not try to catch up to and pass a vehicle

creating a heavy dust cloud. Wait. Stay back out of the dust cloud until the driver ahead stops for rest, or until you come to a stretch of road where the surface is of a different material or has been treated and there is little or no dust. Then pass without delay. Do not stop quickly in dust except in an emergency. If you have a flat tire or develop engine trouble while in dust, bring your vehicle slowly to a stop. This will give the dust a chance to clear, and a following vehicle will have time to see and avoid you.

When you meet a vehicle throwing up a heavy dust cloud, turn on your headlights well in advance of the point of meeting (if they are not already on); get well over on your own side of the road; slow down (if necessary) to not more than 60 km/h (35 m.p.h.); fix the position of the approaching vehicle and the edge of the road ahead in your mind, and hold steady; ready for action in case some careless driver behind the approaching vehicle chooses that time to try to pass. It happens – sometimes it is fatal.

Less dust will get in the car if you shut all windows, turn on the fan of your heater and open the forward vents usually located in the sidewall of the driver's and front seat

passenger's areas. A pressure builds up, which keeps the dust from coming in the vents, or at least reduces the amount that does get in.

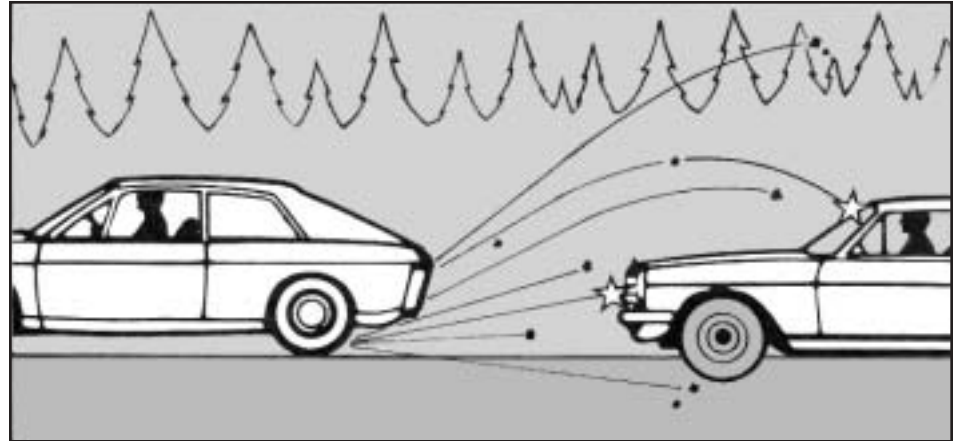
### **Flying Rocks & Stones**

At highway speeds on a gravel road, the tires of a vehicle are shooting rocks and stones like buckshot. They don't travel straight back or stay low. They scatter high and wide. A car attempting to overtake another in these circumstances is subjected to a hail of stones, hitting with considerable force. They will frequently chip paint, dent grills, fenders, body, smash headlights, pit, chip, crack or star windshields. There is little that can be done to avoid this in overtaking, but there are one or two things that can help. To save your headlights, install rounded plexi-glass headlight covers. They are not expensive and do not interfere with your lights. They have a certain springiness and stones hitting them will rebound. Be sure the driver of the vehicle ahead knows you are there and want to pass. He will not likely hear your horn, so put on your headlights and flick them alternately from high beam to low beam. Even in daylight this will show up on his mirror and

alert him to your presence and intentions. Hopefully (certainly if he is a good or courteous driver), he will move, as far as it is safe, to the right of the road and travel at less than 60 km/h (35 m.p.h) even if he has to slow down to do this. By doing this, he reduces the dust, reduces the number and speed of the flying stones he is kicking up, gives you all the room he can for you to pass and helps you pass more quickly. If you are the car being passed be sure you do the same. Remember, as soon as he has passed, you will be in his dust cloud with reduced visibility.

The quicker he can pass, the slower you go to help him pass quickly, the sooner he will be well ahead and you will be out of his dust cloud again. Also the slower you go, the less chance there will be of stones from his wheels damaging your car.

Installing fender guards-mudguards behind your wheels will cut down on the stones you throw. These guards should extend downward to within a couple of inches of the road surface, fairly close behind the wheels.



Protect your gas tank from the possibility of stones puncturing it. There are several ways but a simple, effective method is to attach a skirt or fence of heavy rubberized fabric to a cross member closely in front of the tank and hanging from the cross member to a couple of inches below the bottom of the tank.

## **Loose Gravel**

Many accidents are caused by vehicles hitting a stretch of loose gravel, getting a wheel caught in the gravel ridge thrown up by a grader or getting too near to the edge of the road. The first rule is don't travel too fast in loose gravel. The second rule is, if you do feel the gravel pulling your wheels, slow down but do not use the brake. The third is, do not over-compensate your steering. Don't jerk the wheel over to get to a firmer surface. Slow down, hold steady on a safe course.

Some vehicles, notably pick-up trucks that are not loaded, have light rear ends. Because the road surface is loose, tires do not grip a gravel road as they do pavement. There is a certain amount of floating or bounce. This is worse if you are on a wash-board section and if the rear end is light. The vehicle may dance all over the road. The rules for safe driving here are much the same as for loose gravel. Slow down, but don't brake. Do not over-correct your steering. Just hold steady on a safe course and the vehicle will straighten and resume a proper course.

## **Ice, Sleet & Snow Conditions – Winter Driving**

Nunavut winters are often severe and can present many hazards. Preparing your vehicle for them can reduce many of the problems. Aside from a mechanical tune-up, you should equip your car with a set of snow tires, or keep a set of tire chains in your car. Have equipment that will keep the windshield, rear and front side windows clear of frost or condensation.

Get the feel of the road when you start out by testing your steering control and braking friction with the road surface. Never spin your tires. Start slowing down at least three times the distance you normally do before you come to an intersection where you intend to turn or stop. Increase the distance from the vehicle ahead of you.

Add weight in the trunk or rear of your vehicle such as bags of salt or dry sand but only if your vehicle is a rear wheel drive. Do not use cement blocks, frozen sand, logs or iron. Place the weight over the rear axle. Do not use too much weight or place it too far back. This could lift the front wheels and cause loss of steering control.

In deep snow, keep the wheels straight, avoid sharp turns. Maintain momentum to carry you through the deep snow.

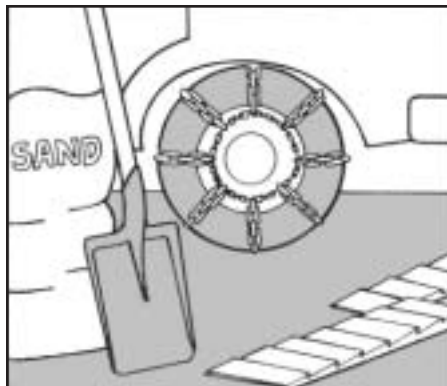
Be extremely cautious when passing. Applying power while passing may result in a skid or spin.

Never operate a car in a closed garage because of the danger from exhaust fumes.

A serious hazard of winter driving is the escape of deadly carbon monoxide gas from the exhaust system.

The gas is odorless and a very small amount in the air can be fatal. Muffler and exhaust systems should be thoroughly checked for leaks. While parked with the engine running, the vehicle should be well ventilated. At the first indication of dizziness, nausea, ringing in the ears, etc., stop the motor and get out into the fresh air.

Travel during a Nunavut blizzard is not recommended. Storm and weather warnings should be heeded. If travel is absolutely necessary in threatening weather, start the trip with a full tank of gasoline. Have a call back arrangement informing of your arrival at destination. Carry traction ramps for rear wheels in case you get stuck. Have: anti-freeze in the radiator; good windshield wipers; air-tight muffler and exhaust system; dependable battery; tire chains and shovel. Watch for shady spots where ice may be slick; stalled or skidding cars. Listen for weather and road condition reports.



### **Icy Roads**

On wet or icy roads, your car cannot be stopped as quickly as on dry roads.

When slowing or stopping, pump or apply the brakes quickly (but gently) and as quickly release them. Keep repeating this on and off, braking until you come to a full stop or the speed you desire.

Do not apply hard brake pressure as this will lock the wheels and start you skidding. On slippery road surfaces, take

the following precautions: 1) drive at slower speeds; 2) keep farther back from the vehicle ahead; 3) use tire chains if necessary; and 4) avoid all sudden driving acts – steering, braking, accelerating, or shifting to lower gears before speed is greatly reduced.

### ***Black Ice***

When driving on bare pavement during winter, beware of patches of clear ice which are not visible due to the dark colour of the pavement underneath.

### ***Starting on Ice***

Start in first or second gear. This prevents skids and spinning of wheels. Tires have more chance to grip a slippery surface if power is applied gently and wheels are turning slowly.

### **Fog**

The best rule during foggy conditions is to avoid driving, but if you must drive, you should:

- Sharply reduce your normal driving speed.
- Turn your headlights on. Fog lamps are even better.

- Reduce your speed further on seeing headlights or tail lights. The headlights may be on a vehicle being driven down the middle of the road, and the tail lights may be on a vehicle stopped on the road, or just barely moving.
- Be prepared for emergency stops. If the fog becomes so dense that you can barely see, cautiously pull off the pavement and stop. Don't creep along at 10 or 15 km/h. Wait until visibility improves.
- Dim your headlights to cut down on the glaring reflection on the dense fog.

## Night Driving

Despite the fact that there is less driving at night, the fatal accident rate for night driving is three times greater than for daytime driving. Several factors contribute to this:

### *Vision*

At night your seeing distance is greatly shortened and you can't see as soon or as much as you do during the day. Objects, as well, appear differently than they do in daylight, often blending in with the dark background.

Too many drivers try to drive the same speed at night as they would in the daytime. You should slow down. Never drive so fast that you can't stop within the distance you can see ahead with your lights, otherwise you're overdriving your headlights.

At 90 km/h you require about 75 m (about 246 ft.) to stop your vehicle under ideal conditions. Under normal conditions, headlights on high beam illuminate the roadway about 106 m (about 350 ft.) while headlights on low beam illuminate the roadway about 30 m (about 100 ft.).

The law requires that your headlights be used on a highway at night or at any other time when there is not sufficient light.

### *Glare*

At night, glaring headlights of oncoming cars or the reflection of following lights in your rear view mirror can seriously reduce your vision, often to the point of causing temporary blindness. The glare causes the pupil of the eye to contract and it takes an interval of time for the pupil to readjust to the less intense light (called "glare recovery

time"). During this time you may be driving blind. Glare recovery time varies from person to person but is more critical in older drivers and those in poor physical condition. To reduce the glare, direct your vision away from the glare by looking to the right edge of the roadway and concentrate on the white edgestrip line. To cut glare from the rear, adjust your mirror or use a day-night mirror.

Make a point of reducing your speed until your eyes have recovered from the glare.

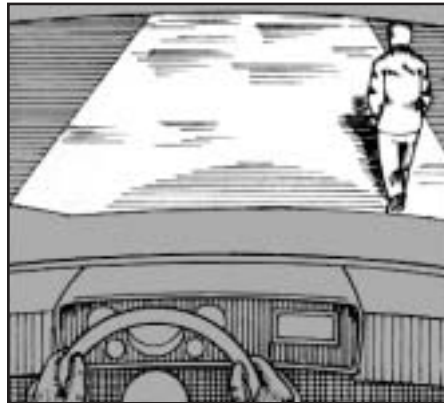
### *Speed*

When visibility is limited, travelling at a high speed does not allow you to stop in time to avoid hitting a pedestrian, an animal, debris or another vehicle. Poor road conditions, rain, snow, fog, dust or smoke are all indicators for you to slow down to a speed that will allow you to stop within the distance you can see. As soon as you meet these conditions, reduce your speed below the posted limit.

## Additional Pointers

Some additional pointers to minimize the hazards of night driving are:

- Twice a year, ensure that your headlights are aimed properly. If you drive extensively or on rough roads, more frequent adjustment may be necessary. On a level road the low beam should reveal objects at least 30 m (about 100 ft.) ahead but be aimed below the level of the oncoming driver's eyes. Improperly adjusted headlights could reduce your visibility or blind other drivers. Have the headlights inspected periodically to make certain they're in good working order and properly aimed.
- Dim your headlights within 300 m (about 1000 ft.) when meeting an oncoming vehicle. Don't wait for the other driver to dim his lights first. Resist the temptation to "pay him back". A driver blinded by your high beam headlights may sideswipe your car.
- Dim your lights when following another vehicle. The law requires that you do so within 60 m (about 200 ft.) of the vehicle ahead. The glare caused by your lights shining in his rear view mirror can reduce his vision and cause an accident.
- Clean your headlights regularly. Dirty headlights will reduce the amount of light thrown onto the road. Dirt also tends to scatter light, greatly reducing your vision.
- To eliminate reflections, avoid using bright lights in the car. Keep the interior lights off so that your eyes will remain adapted to the dark.
- Slow down when meeting another vehicle or when coming near a curve. As a result of the combined glare, there could be an obstacle you may not see.
- Watch for pedestrians and vehicles stopped at the edge of the road.



Many pedestrians have been killed at night because drivers couldn't see them. Sometimes vehicles are parked without their lights or emergency flashers on.

- Never stop on the travelled portion of the highway. If you must stop, pull off onto the shoulder and use your emergency lights, flares, red reflectors or red triangles.
- Watch for highway signs – they're more difficult to see and read at night.
- Keep both the inside and outside of the windshield clean.

### **Drowsiness or Fatigue**

Either one may lure you into a fatal crash, if you close your eyes for "just a second". You must be especially alert to recognize the first signs of drowsiness or sleepiness. Being drowsy or "half asleep" can be compared to a drugged condition and is often referred to as "highway hypnosis". It usually comes about from monotonous, uninterrupted steady driving; also, you may have started out tired. Be well rested before you start your trip. Here are some suggestions to reduce tiredness:

- stop as often as you need, for example, every two hours;
- get out of your car and walk around, to loosen up;
- get a cup of coffee;
- change drivers for a while;
- encourage your passengers to chat with you; chew gum or eat fruit candies; listen to your radio; sing aloud to yourself;
- move your eyes around – look towards the distance; then focus to objects close up, and move your eyes from side to side;
- open the car window vents to let in fresh air and keep the car cool;
- at intervals, change the speed of your car slightly and change your body's position.

Best of all, get the needed rest at a motel, or park well off the road. If you must park by the side of the road, pull over as far as possible and put on your four-way flashers to prevent being struck.

## **Curves & Hills**

Curves call for extra attention and caution by all drivers.

It is a good and safe practice to slow down before entering any curve. Braking should be done then, not when in the curve. Having slowed down sufficiently, you can then accelerate gradually throughout the remainder of the curve. At every curve assume that there may be an obstruction in your path. Therefore, be ready for a stopped vehicle or an oncoming car that may appear on your side of the road. Often, drivers who have entered a curve too fast, move into the wrong lane in attempting to take the curve more gradually and avoid skidding – a deadly driving manoeuvre. All you can do is yield space to them.

Curves are dangerous at all times, particularly when they're wet or slippery. Centrifugal force can cause your car to drive off the road (in the case of left-hand curves), or onto oncoming traffic (in the case of right-hand curves). When entering a left-hand curve, you should steer towards, but not over, the centre of the roadway. Similarly, with a right-hand

curve, you should steer towards the right side of the road.

Sharp curves are often marked with maximum safe speed signs, which should be heeded. If you find yourself entering a curve at excess speed, don't panic and jam on the brake. By applying brakes and power carefully, you may be able to manoeuvre through safely.

### ***Hills***

Reduce speed as you approach the top of the hill. As you go over the crest and start down, your sight distance increases, but so does braking distance. If the downgrade is very steep, shift to a lower gear before starting down. You will save wear on your brakes because your engine will act as a braking force.

Never coast down hills with gearshift or selector lever in neutral or with the clutch disengaged. If you do, the job of slowing down and stopping the vehicle is thrown entirely on the brakes, and you could lose control.



Coasting in neutral can also be hard on your vehicle. In gearshift vehicles, there is a severe strain on the mechanical parts if engine speed and vehicle speed are not matched when the clutch is again engaged. In automatic vehicles, transmissions can be seriously damaged.

## Hydroplaning

Hydroplaning takes place on wet roads. As speed increases, your tires start to ride up on a film of water. In a standard passenger car, partial hydroplaning begins at slower speeds and increases with speed to the point where the tires may be totally up on the water. When this is the case, there is no friction available to brake, accelerate or corner. A gust of wind, a change of road camber or a slight turn can create an unpredictable and uncontrollable skid.

The best thing to do is to take your foot off the accelerator and let the car slow down. If you skid while your car is only partially hydroplaning, you should be able to regain control by correcting the particular type of skid that occurs. On the other hand, if you're

totally hydroplaning, about all you can do is release the accelerator and ride out the skid.

To prevent hydroplaning it is most helpful to have good tires with deep treads. The treads allow the water to escape from under the tires



and tend to prevent complete hydroplaning at normal highway speeds. However, when the depth of the water exceeds the depth of the treads, complete hydroplaning can be expected.

## Rain

Many drivers do not realize that roads are likely to be especially slick just after it begins to rain or drizzle. The first few drops loosen the grease and dirt accumulated on the surface of the road. The loosened grease

and dirt mix with the raindrops and the road is quickly covered with a slippery film that makes it dangerous. The first few drops of rain are danger signals telling you to slow down and use extra caution.

## Snowplows & Maintenance Machinery

Flashing blue lights have been reserved to identify snowplows. No other vehicle may be so equipped. When a snowplow is encountered on the highway, it must be given the right-of-way. Pass a snowplow with caution. Usually poor visibility exists and passing or meeting a snowplow can be dangerous.

Road maintenance equipment, including trucks, have the right-of-way when displaying a red flag or flashing amber light and while being used in connection with maintenance of public highways. Often such equipment may be on the wrong side of the road and may be encountered at any time of the year. During the construction season, these areas will usually be marked with temporary warning signs. Drivers should reduce speed and obey the signals of flagpersons.

## ***Driving Emergencies***

The following pages tell you how to prevent emergency situations from happening, what they involve and how to deal with them.

### **Running Off Pavement**

A serious accident may be caused if your car drifts or is forced onto the shoulder of the road. Whatever you do, don't try to swerve back sharply onto the pavement and risk rolling over or going into a dangerous skid. Instead:

- Steer in a straight line; stay on the shoulder.
- Ease up on the gas by taking your foot off the accelerator.
- Apply the brakes very gently to reduce your car's speed.
- After you've slowed down, you can consider steering back onto the pavement. Before doing so, check the roadway for traffic ahead and behind; then turn your front wheels sharply left to get back onto the roadway. If you jerk back at high speed, or attempt to get back while driving nearly

parallel to the pavement edge, you can ruin your tires, throw the car into a dangerous skid, or cause it to roll over. Be sure that your speed is reduced enough so that you don't overshoot the centre line.

### **Blowout**

A tire blowout can cause sudden loss of control of your vehicle. To regain control it is important that you know what to do – quickly. Blowouts occur more often than most drivers suspect and the behaviour of a vehicle depends on which tire fails. In the case of a front-tire blowout, the car swerves to the side of the blowout making steering very difficult. In the case of a rear-tire blowout, the rear end of your car “fishtails” or sways from side to side.

Should a blow out occur, your steering is the important thing:

- Hold the steering wheel firmly and take your foot off the accelerator, allowing your car to slow down gradually.
- Brake only when the speed is sufficiently reduced to maintain control.

- Do not turn onto the shoulders of the road until you are certain you have your car under control. If the blowout causes your car to swerve onto the shoulder, don't try to get back on the pavement. Let the car slow to a stop.
- Make a point always to drive your car off the roadway to a safe spot to change a tire.
- Power steering gives you more power to resist the side pull from a front-tire blowout. If you make it a practice to inspect your tires regularly for cuts or bulges, you may be able to avoid a blowout. When driving, you may be warned by a thumping sound caused by a bulge in the tire; or your car may be pulling sideways because the tire is losing air rapidly.

Under-inflation is a common cause of blowouts.

### **Skidding**

Skidding happens when your tires no longer grip the road. As a result of this loss of traction, your car starts to slide. It can occur on dry roads as well as wet ones. It's a fact

that more people are injured and killed in dry-surface skids than in slippery-surface skids. Other factors causing skidding include sand, gravel, bumps, mud, oil slicks, wet leaves, frost, wet steel rails and gratings, and wet wooden planks. Knowing how to handle that loss of traction is what determines whether or not you may be able to bring your car back under control. When you're into the skid, your engine's pulling effect and the brake's effectiveness are lost. The following are basics to remember in the situation:

- Steer in the direction in which the rear of the car is sliding. Usually this is instinctive. It is important to allow the car to continue straight ahead, rather than sideways.
- Take your foot off the accelerator.
- Pump the brake – no sudden or hard braking.
- Once the car starts to straighten out the front wheels should be straightened to prevent a skid in the opposite direction.

In order to avoid skidding at all, slow down as you approach danger spots and do not accelerate, brake or change direction quickly.

## **Wet Brakes**

Your brakes may fail when you go through a large puddle of water. To be sure that they are working:

- Always test the brakes lightly after driving through deep water. Do this as soon as conditions permit. The brakes may pull to one side or may not work at all.
- You can “dry” the brakes by driving slowly the next short stretch and applying them lightly.

## **Disabled Vehicle**

If your car stalls or is involved in an accident it is of prime importance that you move it clear of traffic. If at all possible, try to:

- Park all four wheels off the travelled portion of the highway;
- If you have a standard shift, use the starter and low gear to pull your car to the shoulder;
- Turn on your parking lights or emergency flashers;
- Set up an advance warning by placing a reflectorized sign and/or flares some 60m (about 200 ft.) in front of and behind the

car, so that the danger may be seen by approaching drivers;

- If you cannot move off the road, raise the hood or tie a cloth on the door handle to warn other motorists.

## **Direct Collision Course**

A vehicle suddenly approaches from the opposite direction in your lane and a collision course is likely to happen. What do you do?

- Brake hard. If speed can be reduced before the collision, the impact will be less severe.
- Head for the shoulder on the right-hand side of the road and lean on the horn. The other driver might suddenly realize his actions and steer back onto his side of the road. Never swerve to the left to avoid a collision. You may then be in the path of oncoming traffic.
- By all means, take to the ditch. Many collisions are more serious than they have to be, simply because some drivers don't accept the reality of a collision happening to them and “freeze”. Better in the ditch than in the grave.

- To reduce the force on impact, head for something which is capable of energy absorption – for example, a bush, shrub or snowbank.
- A general rule of thumb is to hit an object with a glancing blow rather than a head-on. Sideswiping a guardrail for instance, and bouncing off (some of the impact absorbed), with the driver regaining control, has at times avoided more serious collisions.

Each situation presents different possibilities. By being alert at all times behind the wheel, you may have that fraction of a second you would not otherwise have to determine your escape route.

### **Vehicle on Fire**

Usually this is due to an electrical short circuit. Try to disconnect the battery cables immediately to remove the power source. Don't use a metal object or bare hands to rip out the wires; rather, use tools or a jack-handle wrapped with a piece of cloth or other material that doesn't conduct electricity. Smother flames with earth, sand or large article of clothing. It's always wise to keep a

hand fire extinguisher in the passenger compartment of your vehicle.

### **Vehicle Plunging Into Water**

Your vehicle will float from three to ten minutes if the windows are closed. This is where the advantage of wearing your safety belt comes in. The safety belt can prevent you from being knocked unconscious during the vital moments required to escape. Doors initially will be difficult to open due to water pressure as the vehicle begins to sink, or because of vehicle damage. As the vehicle fills with water, pressure inside and outside equalizes.

The best escape route is through the windows. If they're power windows, roll them down immediately because water will cause a short circuit in the electrical system. If you can't open the windows don't panic. Vehicles with a front engine will sink nose first so that the air trapped inside will be pushed to the rear of the compartment near the roof. It may be necessary for you to breathe this air while waiting for the pressure inside and outside to become equal; then it will be easier to open the door.

### **If Your Accelerator Pedal Jams**

If your gas pedal sticks, shift to neutral (de-clutch). Bring the vehicle to a stop as soon as safe and practical. Turn off ignition. Call for assistance. Do not proceed.

## **Alcohol, Drugs & Driving**

### **Alcohol**

Alcohol is by far the greatest hazard of a driver. If alcohol could be eliminated as a contributing factor in automobile accidents, then thousands of Canadian lives would be saved every year.

Alcohol affects the highest functions of the brain first, removing inhibitions and impairing judgment. These attributes, which have been developed through civilization and education, distinguish man from lower animals.

In greater quantities, alcohol affects the lower and more primitive functions of the brain. And finally, unconsciousness and even death will follow.

It is difficult to convince a drinking person that small amounts of alcohol increase the possibility of becoming involved in accidents, particularly fatal ones. A person who has been drinking may:

- drive too fast or too slow for prevailing conditions;
- fail to dim lights for oncoming traffic;
- pass improperly, leaving insufficient clearance, taking too long, or swerving too much;
- make frequent lane changes;
- fail to remain in the centre of the lane;
- overshoot and/or disregard traffic signals;
- lose alertness and adaptability in emergencies;
- take too long to brake, longer than the normal person without a drink.

Special studies show that in 50% of fatal accidents at least one driver had been drinking – often excessively. Even moderate levels of alcohol have a dangerous effect on our behaviour. The light-to-moderate drinker has no physical evidence to cause him doubt as to his ability to drive. He may become angry with other drivers, want to get home quickly, become impatient. His uncontrolled emotions may lead to many foolish and dangerous driving acts.

Of course, when the blood-alcohol level is high enough, all behaviour is greatly affected and it is obvious to anyone (except the driver himself) that safe driving is impossible.

### ***How Much Alcohol Can A Driver Safely Consume?***

A report from Finland quotes: Whatever legislation is carried out, ABSOLUTE SOBRIETY at the wheel will have to be the final end. When you drink, you become careless on the road, no matter how much you may insist that you drive “better”. Yes, you are more relaxed and more confident in thinking you’re able to drive – and it’s this false sense of security that shows up in our fatal statistics. You don’t have to look or feel drunk before alcohol affects you, for example by slowing down your reflexes.

The legal limit for impaired driving is when your blood alcohol level does not exceed 0.08%. However, a charge of impaired driving can be laid regardless of what level of alcohol is found in your blood, if your ability to drive safely is in any way impaired. It has been stated that driving while under the influence of alcohol is one of the most

## BLOOD-ALCOHOL CHART

DRINKS		1	2	3	4	5	6	7	8	9	10
BODY WEIGHT kg (lbs.)	40 (80)	.049	.097	.146	.194	.243	.291	.340	.388	.437	.485
	50 (110)	.040	.079	.119	.158	.198	.238	.277	.317	.356	.396
	60 (130)	.033	.066	.099	.132	.166	.199	.232	.265	.298	.331
	70 (150)	.028	.056	.084	.112	.140	.168	.196	.224	.252	.280
	80 (170)	.025	.050	.075	.100	.125	.149	.174	.199	.224	.249
	90 (190)	.022	.044	.065	.087	.109	.131	.153	.174	.196	.218
	100 (220)	.019	.039	.058	.078	.097	.116	.136	.155	.175	.194
	110 (240)	.018	.036	.053	.071	.089	.107	.125	.142	.160	.178
120 (265)	.017	.034	.051	.068	.086	.103	.120	.137	.154	.171	

irresponsible offences you can commit. A vehicle in the hands of a person influenced by alcohol is a deadly instrument. How can you judge what you might be able to consume without exceeding the level of 0.08%? The Blood-Alcohol Chart will enable you to predict your blood-alcohol content according to your weight and the amount of alcohol consumed.

## **Drugs**

### ***Prescription Drugs***

Tranquillizers, antidepressants, sleeping pills and other psychotropic drugs can and will affect driving ability if taken in sufficient dosages. The actual effect on any one individual is unpredictable. In one test with army volunteers, a driver-simulator testing car was used and either 10 mg (of Diazepam (the most commonly prescribed tranquillizer) or 25 mg) of Codeine (a common pain reliever) was given. Both of the drugs interfered with the volunteers' steering and braking, and increased the frequency of collisions.

Another finding was that when such drugs were combined with small amounts of alcohol, the effects of both the drug and the alcohol were even more marked, so that the drivers made serious errors. Thus, a driver may have a blood-alcohol level below the legal limit of 0.08%, but he may still be badly impaired if, in addition, he has taken tranquillizers or other drugs.

The only safe thing to do when taking such prescription drugs is not to drive for as long as you are on the drug or until you can prove that you can drive safely with the dosage prescribed. You should discuss the possible effects with your doctor. Under no circumstances should you drive when you have taken any drugs, if you have consumed even small quantities of alcohol.

Other medications may also be hazardous. Insulin may produce a reaction if the dosage is too high, or if a meal is missed or eaten late. This results in blood sugar being too low and as sugar is the chief fuel for the brain, weakness, light-headedness, impaired judgment and even fainting or collapsing may follow. Diabetic pills can have similar effects.

Pills for high blood pressure often cause light-headedness, especially when the treatment is first started, and when the person is in the upright position. This is due to sudden changes in blood pressure. If you have these symptoms, you should not drive until your doctor has corrected the situation by changing the dose or drug.

### ***Patent Medicines***

Antihistamines are a common ingredient in medicines used to relieve allergies, hay fever, colds and coughs. Many of these induce drowsiness and none of them should be used when driving.

### ***Illicit Drugs***

Our knowledge of the nature of illicit drugs is less extensive than what we know about alcohol. However, predictions from laboratory testing are now being confirmed by experiences on the roadway. It appears that these drugs act on motorists in a manner similar to alcohol.

*Amphetamines* (Speed) — once commonly prescribed for weight reduction, they are now rarely prescribed.

These drugs are dangerous to the driver because they may cause irritability, feelings of persecution and even hallucinations. One study has shown that users of Speed had twice the crash rate of the non-users.

*Marijuana* – is unpredictable in its effect, but laboratory tests and tests using driver-simulator devices have shown that it definitely impairs driving skills. Normal thought processes are dulled and eye-hand coordination is slowed down. Braking time in the testing showed a reduction between 20% and 60%. At the same time it was found that the user felt more confident and uncritical of himself. In one test, six men and six women smoked 3.5 grams of marijuana and then drove for 20 minutes on a special experimental roadway. Driving crazily, they went through curves and plowed into a retaining wall. The effects of other drugs such as L.S.D. are even more marked and more dangerous to drivers, their passengers, and others on the roadway.

## **Summary**

Remember, alcohol is a depressant – not a stimulant. It reduces alertness and slows normal reflexes. If you've had too much to drink, black coffee, food or a cold shower might wake you up, but won't sober you up. It takes time to eliminate alcohol, because it must be burned up by the liver and passed from the body through your kidney and lungs. If you are taking prescribed or patent medications, check with your doctor regarding their possible effect on driving.

NEVER mix medication and alcohol, even in small quantities.



## **Motorcycles**

A motorcycle is defined as a motor vehicle that (A) has two or three wheels; (B) is designed for use on a highway, and (C) does not have a cab for the driver. Motorcycles of any piston displacement are now included in this definition as are mopeds and minibikes.

### **Special Provisions:**

1. Must be equipped with a rear view mirror.
2. Must be equipped with at least one headlight capable of illuminating the roadway at least 110 meters (350 feet).
3. At least one red tail light visible to the rear in normal sunlight for at least 30 meters or about 100 ft. and is lit by application of both the hand and foot brakes.
4. Should be equipped with two brakes.
5. Must have a horn.
6. Must be equipped with a muffler.
7. All riders must wear helmets.

8. Passengers are prohibited unless the motorcycle is equipped for two persons.

### **Special Rules for Motorcycles:**

1. Motorcycle drivers must not only obey all general rules used applicable to motor vehicles, but must also obey special rules that apply to motorcycle operation.
2. Motorcyclists must not ride two abreast in the traffic lane.
3. When stopping, gradually apply the rear wheel brake and follow up with the front wheel brake.
4. Moped operators require a Class 5 driver's licence. All other motorcycles including motorscooters and minibikes require a Class 6 driver's licence.
5. A person may learn to operate a motorcycle if they hold a Class 7, 5, 4, 3, 2 or 1 driver's licence and are accompanied by a Class 6 licence holder, on the motorcycle or following in or on another vehicle by the class 6 licence holder and kept in view at all times.

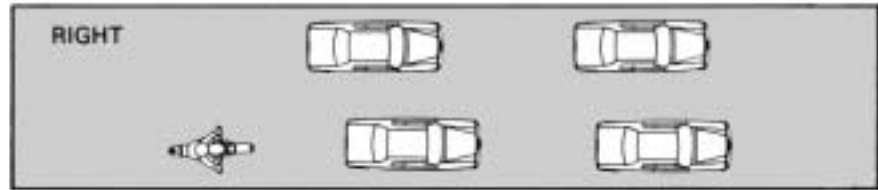
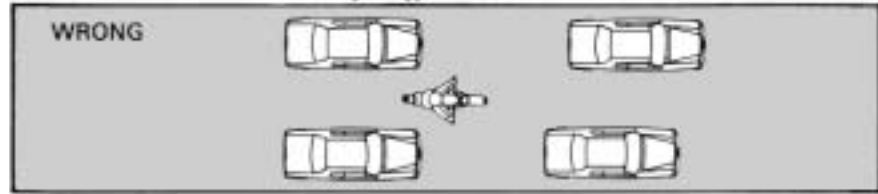
6. A learner is not permitted to operate their motorcycle after sunset or in a speed zones of 70 km/h or greater.
7. Motorcycles that have a piston displacement of 90 cc or less are not permitted to be operated on a highway outside of a municipality or settlements or on a roadway in speed zones in excess of 50 km/h.

### **Motorcycle Driving Tips:**

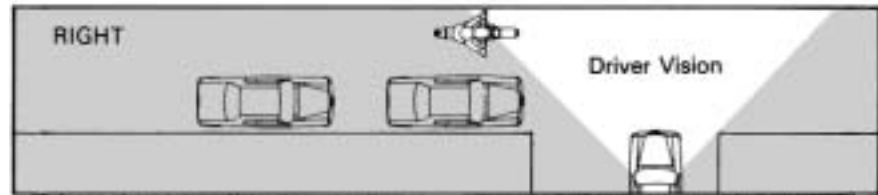
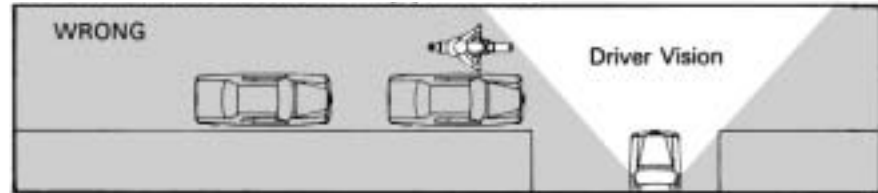
1. Before pulling out from a parked position, always check for oil, water, or gravel under your bike.
2. When driving in traffic, it is best to travel to the left of centre of the lane. In this position you can be seen by the driver ahead, and you have a better view of the road ahead. You also avoid the oily strip which is often found in the centre of the lane.
3. When being passed by another vehicle, maintain your speed and lane position.
4. Never change lanes or move from one side of the lane to the other without first glancing over your shoulder to see if the space is available.

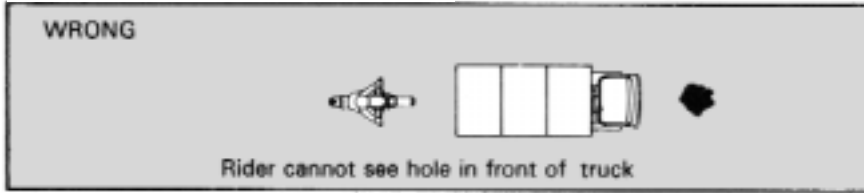
5. Follow other vehicles at a safe distance, in relation to your speed. Always leave yourself a way out.
6. Do not assume that the other motorists will yield to you. They may not see you, and suddenly turn in front of you. Be extra cautious at intersections.
7. Be alert to changing conditions. Keep looking at least a block ahead for unexpected hazards.
8. Pass stopped vehicles carefully... a door may suddenly open.
9. Never pass between curb lane traffic and the curb. A car may suddenly turn or pull aside to park.
10. Drivers may add a margin of safety by wearing light or bright coloured clothing.
11. When braking it is best to use both front and rear brakes in combination. Because the front brake is the most powerful, it is best to apply the rear brake and then ease down on the front brake.

*1. Don't cut in between lanes of traffic*

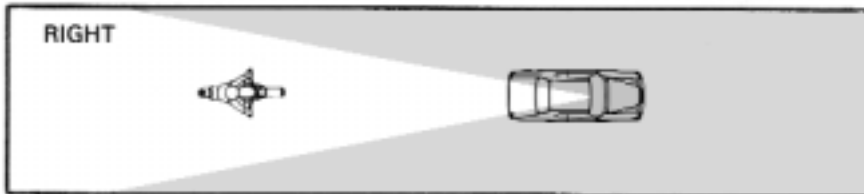
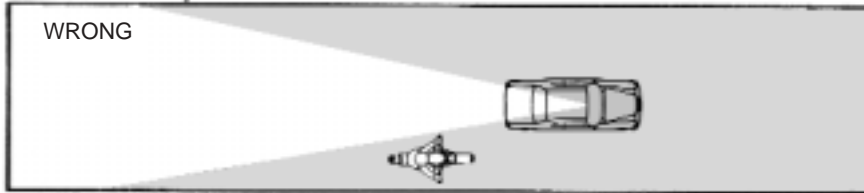


*2. Don't travel too close to rows of parked cars*





#### 4. Avoid blind spots



12. Inspect your motorcycle frequently for broken or worn parts, particularly clutch and brake cables. A mechanical failure while riding often results in loss of control and stability.

13. For prolonged stops, such as at traffic lights and stop signs, the motorcycle should be placed in neutral.

14. All turns should be made with the motorcycle positioned in such a manner as not to allow any other vehicle to share the traffic lane with the motorcycle, preferably near the centre of the lane.

Special care and attention is essential at all times when operating a motorcycle. Your chances of personal injury, if involved in an accident, are much greater.

## Towing A Trailer

Before you pull a trailer, make sure your car can handle it.

Before you take your trailer on a trip, practice driving with it. Get the feel of the extra weight – test your brakes and practice backing up. Turn your wheels to the right to make the trailer back left, and vice versa.

Trailer towing calls for very careful driving. Double your following distance, and allow twice as much time to pass, turn, and stop. Give other drivers more warning. Brake slowly.

When towing a trailer, you will find that freeways and four-lane highways are best for you. Stay in the right hand lane as much as possible. If you are holding up traffic, pull over and let the traffic pass. You will ease the

pressure on yourself, and lessen the frustration of the other drivers.

On short curves, your trailer may tend to swing into the other lane. Stay well to the right. If your trailer starts to sway or fishtail slow down gradually and steer in a straight path if possible. Beware of heavy winds – they can make you lose control. Pull over and stop if your steering is severely affected.



*Vertical clearance signs give you the height. Watch for low overhead clearance.*

*Brake lights and turn signals connected to trailer.*

*Hitch and safety chain.*

*Put equal air pressure in all tires.*

*Load the trailer with the greatest weight over the axles.*

*Special extension mirrors.*



## Accidents

You are legally required to take certain steps when an accident occurs:

1. Stop and give all reasonable assistance.
2. Stay at the scene of the accident until the legal formalities have been taken care of, or until the police officer gives your permission to leave.
3. Give your name, address, driver's licence number, and the ownership details of the car you are driving to the other driver, and/or to anyone injured in the accident.
4. If anyone has been killed or hurt, or if the total estimated damage to all property involved is more than \$1000.00, you must report the accident immediately to the nearest R.C.M.P. office.

It is also advisable to do these things:

1. Get the names and addresses of all witnesses.
2. Exchange insurance details with the other driver.

3. Do not discuss who may be at fault.
4. Take note of the details...the time, the location, weather conditions, draw a sketch of the accident and surrounding area.
5. Notify your insurance company as soon as possible.

If you are first at the scene of an accident:

1. Pull off the road and stop.
2. Put on emergency four-way flashers to warn other drivers.
3. Offer all reasonable assistance.
4. Notify the Police...be as accurate as you can, particularly about the condition of any injured people and the location of the accident.

## ***Rules for Drivers of Commercial Or Emergency Vehicles***

Vehicles that exceed 2.03 m (80 inches) in width require clearance lights.

Clearance lights must be the following colour:

Front: yellow or amber

Rear: red

If the load extends more than 1.5 meters (about 5 ft.) beyond the rear of the vehicle:

During daylight hours: a red flag or red/wooden or metal sign not less than 30 cm (12 inches) square must be attached to the end of the extension.

During night: a red light must be attached to the end of the extension.

If the vehicle breaks down on the highway – set out lights or flares at least 60 meters (200 ft.) to the front and rear of the truck.

You should not change gears when proceeding over a railway crossing.

It is required that you carry the registration and insurance liability certificate in the vehicle at all times while being operated.

Do not travel in convoy, but maintain a distance of at least 60 meters (200 ft.) between trucks to allow for traffic to pass.

The maximum width a vehicle may be on a highway is 3.05 meters (10 ft.) without an escort vehicle and over-dimension permit issued by the Registrar of Motor Vehicles.

As a precaution, you should shift down into a lower gear before starting down a steep hill.

If the rearview from your inside mirror is obstructed by your trailer or van body, you must attach an outside rearview mirror to each side of the vehicle.

Trailers, other than semi-trailers, must be attached to a motor vehicle by two separate hitches.

Where a trailer operated behind a vehicle has a maximum gross weight in excess of 680 kg. (1,500 lbs.), it requires brakes.

Clearance lights, head lights and tail lights are required to be used from one hour after sunset until one hour before sunrise, or during conditions of poor visibility.

If you are operating an emergency vehicle with a siren or flasher operating, you are not relieved of responsibility.

## Typical Examination Questions

1. What is the basic speed on highways outside of cities, towns or villages?
2. What is the maximum speed limit allowed through school zones during restricted hours?
3. When a vehicle skids, what action should a driver take?
4. How should a car be properly parked on a hill?
5. Should the driver report to the police an accident occasioning bodily injury; or property damage in excess of \$1000.00?
6. When two vehicles, at approximately the same time, enter an intersection at which there is no traffic control, which vehicle has the right of way?
7. If a pedestrian is crossing a street on a green light and a driver is about to turn, who has the right of way?
8. What is the meaning of these traffic lights?  
(a) red (b) green (c) yellow  
(d) flashing red (e) flashing yellow  
(f) flashing green?
9. What must a driver do when a vehicle sounding a siren approaches?
10. When must headlights be dimmed?
11. When driving on a highway where a solid and broken line appear together and the solid line is on the driver's side, may he cross these two lines?
12. If you are driving at a speed of 30 km/h (20 mph) on a dry surface and have to make an emergency stop, would you be able to bring your vehicle to a stop within 7 m (23 ft)?
13. What is the correct position on the roadway before making a: Left turn? Right turn?
14. What does the eight-sided sign mean?
15. In overtaking and passing another vehicle, how far should the driver proceed beyond it before turning back into the lane in which he was travelling?







