Class B

Practical driving exam task catalog

Forward to the driving exam task catalog

The driving task catalog specifies the requirements and the relevant assessment criteria for the practical driving license examination test drive. The requirements are described in terms of driving tasks and competency areas (also "observation categories"). Driving tasks represent "exemplary" kinds of similar traffic situations. The similarity of these traffic situations takes into account the surrounding environment (e.g. intersections) and the necessary actions needed for dealing with the situation. The basic competencies required of the candidate to master a driving task are defined in the competency areas. The evaluation is carried out with reference to these competence areas. The driving tasks and evaluation criteria do not take into account external situation details (e.g. weather conditions). General driving requirements such as caution, consideration, and anticipatory driving are assumed.

The driving task catalog is structured as follows:

- **Definition of the driving task:** Divided into smaller sub-tasks, if necessary.
- **Basic action "algorithm":** This describes the combination of actions the applicant must perform during the respective "standard situation" to complete the driving task.
- **Basic action requirements:** Describe the behavior required for mastering the "standard situation" of a driving task with reference to an observation category.
- **Situation subclasses:** These are defined as when — compared to the "standard situation — deviating driving behavior is necessary.
- **Variations in action requirements:** These result from the specifics of the situation subclasses, and usually represent additional or deviating behavior with respect to the basic action requirements.
- **Evaluation criteria:** For each driving task — independent of the situation subclasses — the evaluation criteria are listed with reference to the individual competence areas. The evaluation criteria consist of the performance categories "Above-average performance", "Normal performance" (not explicitly listed), "Slight error" and "Serious error"
    - When assigning a driving error to the categories "Slight error" and "Serious error", the potential risk level of this misbehavior is decisive.
- **Indicators:** In order to make assessment more objective, indicators were defined to serve as guidelines for the aaSoP[1] when assessing driver performance.
    - Specific values of distance (km/m), speed (kph), and time (h/m/s) are examples of these indicators

[1] Amtlich anerkannter Sachverständiger oder Prüfer (Officially recognized expert or examiner)

Below is the matrix used to evaluate students who are trying to attain their Class B driver's license. It is used after lessons as well as during the practical exam.

On the left are driving topics or tasks, and at the top are the competence areas. For each cell the instructor/examiner indicates if there was an example of "Above-average performance", a "Slight error", and/or a "Serious error" during the lesson and/or exam.

Driving tasks \	Competence areas					
	Traffic monitoring	Vehicle positioning	Speed adjustment	Communication	Vehicle handling	Ecological driving
Entering, leaving & changing lanes						
Curves						
Passing & overtaking						
Intersections & junctions						
Traffic circles						
Train crossings						
Bus/tram stops, pedestrians & cyclists						
Driving straight						
Parking?						
Change of driving direction & driving backwards?						

Contents

1. Entering, leaving, and changing lanes

1.1 Using merge lanes

1.1.1 General description

1.1.1.1 Definition

This sub-task involves traffic situations where the candidate uses a specific lane to merge into flowing traffic (e.g. when entering the highway).

1.1.1.2 Basic action algorithm

- Check the road layout (design of the merge lane)
- Early and repeated observation of the traffic situation and predict its development
- Check whether and in what way merging is possible without danger
- Observing traffic on the through lane, as well as traffic behind and ahead on the merge lane
- Activating the blinker to signal merging intent
- Adjusting speed to the traffic flow in the through lane, taking advantage of the merge lane
- Safe merging into moving traffic
- Check that the blinker has been turned off

1.1.1.3 Situation subclasses to be distinguished

- Standard merge lanes
- Missing or shortened merge lane (e.g. due to construction area)
- Combined entry and exit lane (continuous lane)

1.1.2 What is expected of the applicant in regard to each of the observation categories?

1.1.2.1 Traffic monitoring

Basic requirements
The applicant observes the other — especially more vulnerable — traffic participants (e.g. pedestrians, children, cyclists). When approaching the merge lane, the candidate observes the traffic situation of the through lane by looking directly. In addition, they observe the lateral traffic and the distances. Furthermore, the traffic observation is predominantly carried out via the mirrors. Immediately before merging, the candidate again observes the traffic to the side; if necessary, they check the "blind spot".

Variations according to specifics of the situation subclasses

In the case of a missing or shortened merge lane (often in the vicinity of construction sites), the candidate checks whether additional traffic signs and/or traffic devices are present that require stopping. In the case of a combined merge-in/out lane, the applicant observes whether other traffic participants intend to change from the through lane to the merge lane.

Evaluation of the driving sub-task

Above-average performance:

- Recognition of surprising and/or dangerous driving maneuvers and reacting safely to them (e.g. vehicle suddenly stopping in front)

Slight errors:

- Failure to identity sufficiently large gaps in traffic (depending on visibility, road conditions and differential speed[2])
    - e.g. Normal visibility and road conditions with a speed of 50kph, and a differential speed gap of 35 m

Serious errors (immediate failure):

- Inadequate traffic monitoring, fleeting side and/or rear traffic observation
    - e.g. Reacting with surprise to an overtaking vehicle (observation of side traffic is particularly important at high differential speeds)
- Insufficient observance of the right-of-way or priority rule
    - e.g. Deceleration of a vehicle with the right-of-way in the target lane required
- Failure to observe traffic signs and/or devices
- Failure to observe the right-of-way or priority rule
    - e.g. Very significant deceleration of a vehicle with right-of-way in the target lane required
- Failure to observe regulation signs
- Lack of traffic monitoring
    - e.g. No side and rear traffic observation

1.1.2.1 Vehicle positioning

Basic requirements

The applicant uses the merge lane as fully as possible, taking into account the traffic situation. To merge, the applicant changes to the continuous lane. In doing so, they keep a sufficient distance to other road users, structural facilities, and obstacles/objects.

Variations according to specifics of the situation subclasses

In the case of a missing or shortened merge lane (often in the area of construction sites), the applicant may have to stop before entering the through lane at a suitable point or, if available, at the prescribed point. In the case of a combined merge-in/out lane, the applicant positions their vehicle in relation to the vehicles entering and exiting the lane.

Evaluation of the driving sub-task

Above-average performance:

[2] Differential speed, or relative speed, is the difference in speed between two objects

- Immediate safe positioning due to unexpected behavior of other traffic participants

Slight errors:

- Uncertainty when staying in the lane
- Avoidable crossing of the lane line
- Avoided pulling in front of a vehicle traveling in the target lane with a minor obstruction
- Lack of utilization of the merge lane
    - e.g. Merging before reaching the required speed in the target lane
- Slight undercutting of the safety distance to other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)

Serious errors (immediate failure):

- Failure to maintain a safe distance to the side of other traffic participants, structural installations, and obstacles/objects
    - The safety distance to the side at 50 kph is at least 1 m.
    - Increase by 10 cm per 10 kph
    - Exceptions: Single-track vehicles (min. 1.5 m) and pedestrians (min. 1.5 m). If it is only possible to pass with a smaller side distance than prescribed, the speed must be reduced accordingly and special care must be obvious.
- Slight undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significant shortfall in the safety distance to the front of other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic

    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significantly failing to maintain a safe distance to the front of other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)

1.1.2.3 Speed adjustment

Basic requirements
The applicant observes the speed limit and adapts their speed to the road, traffic, visibility, and weather conditions, as well as the vehicle characteristics. To merge, they change smoothly and swiftly to the continuous lane.

Variations according to specifics of the situation subclasses
In the case of missing or shortened merge lanes (often in the vicinity of construction sites), the applicant reduces speed so that waiting or stopping is possible without danger. In the case of combined merge-in/out lanes, the applicant must adapt their speed to the behavior of the entering and exiting traffic participants.

Evaluation of the driving sub-task
Above-average performance:
- Safe abort of the merging process due to an unforeseeable traffic situation
    - e.g. Another vehicle is using the existing gap in the target lane
- Safe handling of the merging process with high traffic density and high differential speeds
    - e.g. Safe merging into an existing gap while using the required acceleration and quickly adapting to the traffic flow in the target lane

Slight errors:
- Inadequate speed adjustment to traffic conditions with timely correction
    - e.g. Other traffic participants are hindered by excessively slow driving.
    - Prompt correction is when a speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to road, visibility, and weather conditions, as well as vehicle characteristics with timely correction
    - e.g. Visibility is 50 m due to weather, you must not drive faster than 50kph. If visibility is less than 50 m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

Serious errors (immediate failure):

- Braking in a way that is not usual in traffic (disproportional to what is needed for merging speed)
- Inadequate speed adjustment to traffic conditions without timely correction
    - e.g. Merging speed lower than 80 kph with permitted 100 kph on the main roadway and sufficiently long merge lane.
    - e.g. Other road users are hindered by excessively slow driving.
    - e.g. No noticeable increase in speed compared to the approach speed.
    - A prompt correction is present if a required speed adjustment is made within 3 seconds after the merging process has been completed.
- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics without timely correction
    - e.g. Visibility is 50 m due to weather, you must not drive faster than 50kph. If visibility is less than 50 m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.
- Exceeding the speed limit with or without timely correction
    - Within built-up areas, more than 5kph
    - Outside built-up areas, more than 10kph
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

1.1.2.4 Communication

Basic requirements
The candidate operates the turn signal in good time, and carries out the merging process. In doing so, they take into account signals, signs (e.g. sound or light signals), and the behavior of other traffic participants.. In difficult and ambiguous traffic situations, they attempt to communicate with other traffic participants.

Variations according to specifics of the situation subclasses
In the event of a shortened or missing merge lane (often in the vicinity of construction sites), the applicant pays particular attention to the behavior, signs, and/or signals of other road users in the through lane in order to merge into flowing traffic, if possible, without delay. At a combined entry and exit lane, the applicant pays increased attention to signs and the behavior of other traffic participants and, if necessary, seeks eye contact.

Evaluation of the driving sub-task
Above-average performance:

- Creating a gap through eye contact in the case of high traffic density on the through lane

Slight errors:

- Failure to obey reasonable signals, signs, and behavior of other traffic participants
- Incorrect signal and sign
    - e.g. No announcement of merging by means of turn signal
    - e.g. Signaling to the right and (otherwise correctly) changing to the left

    - e.g. Issuing a warning signal, although the situation could have been prevented by braking

Serious errors (immediate failure):

- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

1.1.2.5 Vehicle handling & ecological driving

Basic requirements

When speed adjustments are necessary, braking and acceleration are performed in a timely and appropriate manner and gear changes are performed smoothly. For acceleration, the candidate selects an appropriate gear and uses the vehicle's acceleration capacity according to the situation. Merging is performed with smooth and fluid steering movements.

Variations according to specifics of the situation subclasses

After stopping due to traffic (e.g., at a construction site, in a shortened or missing merge lane), the applicant may be required to accelerate his or her vehicle very hard, regardless of an environmentally safe driving style.

Evaluation of the driving sub-task

Above-average performance:

- Complex vehicle operation in an unexpected and/or complex traffic situation

Slight errors:

- Incorrect gear selection
    - e.g. Wrong speed range, environmental aspect
- Jerky braking
- No practical steering wheel position
- “Angular” steering movements
- Stalling the engine
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is done insecurely and is accompanied by increased distraction.

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights
- Lack of acceleration due to incorrect gear selection
    - e.g. Shifting into too high a gear when changing to the target lane
- Extreme delay due to incorrect gear selection
    - e.g. Shifting back to second gear at 80 kph

1.2 Using exit lanes

1.2.1 General description

1.2.1.1 Definition

This sub-task involves traffic situations where the candidate uses the exit lane to leave the through lane (e.g. exiting freeways).

1.2.1.2 Basic action algorithm

- Checking the exit instructions for the selected exit
- Early and repeated observation of the traffic situation and estimation of its development
- Timely activation of the turn signal
- Check whether obstacles block timely exit
- Switch to the exit lane as early as possible
- Positioning of the vehicle within exit lane
- Reduce speed and adapt to the traffic environment
- Checking the course of the road (e.g. curves), the traffic situation (e.g. tailing) and the traffic signs and/or traffic devices
- Continuous checking of the speed (risk of miscalculation)
- Check that the blinker has been turned off

1.2.1.3 Situation subclasses to be distinguished

- Standard exit lane
- Shortened exit lane (e.g. in built-up areas)
- Combined merge-on/off lane (continuous lane)

1.2.2 What is expected of the applicant in regard to each of the observation categories?

1.2.2.1 Traffic monitoring

Basic requirements
The applicant observes the other — especially more vulnerable — traffic participants (e.g. pedestrians, children, cyclists). As soon as approaching the exit lane, the applicant observes not only the traffic ahead on the through lane, but also the traffic and course of the exit lane. In addition, they observe traffic on the sides of the lane and the clearances. For merging out, the applicant observes the traffic area via the mirrors. Immediately before merging out, the applicant observes the traffic to the side and checks the "blind spot" if necessary.

Variations according to specifics of the situation subclasses

In the case of a shortened exit lane, the applicant observes the course of the lane more closely; in particular, the exit area. In the case of a combined merge-on/off lane, the applicant observes whether other traffic participants intend to change from the entry lane to the through lane.

Evaluation of the driving sub-task

Above-average performance:

- Recognize surprising and/or dangerous driving maneuvers of other traffic participants and react safely to them
    - e.g. A traffic participant passes illegally on the right using the side or exit lane

Slight errors:

- None

Serious errors (immediate failure):

- Inadequate traffic monitoring
    - e.g. Fleeting side traffic observation
    - e.g. Reacts with surprise to an overtaking vehicle (observation of side traffic is particularly important at high differential speeds)
- Failure to observe traffic signs and/or devices
- Failure to observe regulation signs
- Lack of traffic monitoring
    - e.g. No side and/or rear traffic observation

1.2.2.2 Vehicle positioning

Basic requirements

The applicant drives from the right-hand lane of the through lane onto, if possible, the start of the exit lane, positions their vehicle within the exit lane and keeps a sufficient distance from other traffic participants, structural installations, and obstacles/objects.

Variations according to specifics of the situation subclasses

In the case of a combined entry/exit lane, the applicant positions their vehicle in relation to the vehicles that may be entering.

Evaluation of the driving sub-task

Above-average performance:

- Immediate safe positioning due to unexpected behavior or behavior contrary to traffic regulations of other traffic participants

Slight errors:

- Uncertainty when staying in the lane
- Avoidable crossing of the lane line
- Underutilization of the exit lane
    - e.g. Late change to exit lane
- Slight undercutting of the safety distance to other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.

    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)

Serious errors (immediate failure):

- Illegal overtaking on the right on the exit lane
    - Exception: traffic jam, stopped traffic on the through lane
- Failure to maintain a safe distance to the side of other traffic participants, structural installations, and obstacles/objects
    - The safety distance to the side at 50 kph is at least 1 m.
    - Increase by 10 cm per 10 kph
    - Exceptions: Single-track vehicles (min. 1.5 m) and pedestrians (min. 1.5 m). If it is only possible to pass with a smaller side distance than prescribed, the speed must be reduced accordingly and special care must be obvious.
- Slight undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significant shortfall in the safety distance to the front of other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significantly failing to maintain a safe distance to the front of other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic

- An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)

1.2.2.3 Speed adjustment

Basic requirements
The applicant observes the speed limit and adapts their speed to the road, traffic, visibility, and weather conditions, as well as the vehicle characteristics.

Variations according to specifics of the situation subclasses
In the case of a shortened exit lane, the applicant carefully reduces speed on the through lane, and thus adjusts to a significant reduction in speed on the exit lane. In the case of a combined entry/exit lane, the applicant must adapt their speed to the behavior of the entering and exiting traffic participants.

Evaluation of the driving sub-task
Above-average performance:

- Immediate safe speed adjustment due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants.
- After driving at a higher speed, the applicant adjusts the speed before a tight curve ("Hundekurve") without specific prior signage, and without a vehicle ahead.

Slight errors:

- Inadequate speed adjustment to traffic conditions with timely correction
  - e.g. Other traffic participants are hindered by excessively slow driving.
  - Prompt correction is when a speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to road, visibility, and weather conditions, as well as vehicle characteristics with timely correction
  - e.g. Visibility is 50 m due to weather, you must not drive faster than 50kph. If visibility is less than 50 m, the speed must be reduced accordingly.
  - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

Serious errors (immediate failure):

- Braking in a way that is not usual in traffic (disproportional to what is needed for merging speed)
- Inadequate speed adjustment to traffic conditions without timely correction
  - e.g. Other road users are hindered by excessively slow driving.
  - A prompt correction is present if a required speed adjustment is made within 3 seconds after the merging process has been completed.
- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics without timely correction
  - e.g. Visibility is 50 m due to weather, you must not drive faster than 50kph. If visibility is less than 50 m, the speed must be reduced accordingly.
  - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.
- Exceeding the speed limit with or without timely correction

- Within built-up areas, more than 5kph
- Outside built-up areas, more than 10kph
- Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

1.2.2.4 Communication

Basic requirements
The candidate operates the blinker in good time and completes the merging-out process. In doing so, they take into account signals, signs (e.g. sound or light signals), and the behavior of other traffic participants. In difficult and ambiguous traffic situations, they attempt to communicate with other traffic participants.

Variations according to specifics of the situation subclasses
In a combined entry/exit lane, the applicant pays increased attention to behavior, signs, and/or signals of other traffic participants, and seeks eye contact when appropriate.

Evaluation of the driving sub-task
Above-average performance:
- Switching on hazard lights when approaching a backup on the exit lane

Slight errors:
- Failure to obey reasonable signals, signs, and behavior of other traffic participants
- Incorrect signal and sign
  - e.g. No announcement of merging by means of turn signal
  - e.g. Signaling to the right and (otherwise correctly) changing to the left
  - e.g. Issuing a warning signal, although the situation could have been prevented by braking

Serious errors (immediate failure):
- Failure to observe the brake and hazard lights of other traffic participants in the event of traffic jam
- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

1.2.2.5 Vehicle handling & ecological driving

Basic requirements
When speed adjustments are necessary, braking and acceleration are performed in a timely and appropriate manner, and gear changes are carried out smoothly. Gear selection is carried out in accordance with the selected speed. The merge-out process is done with smooth and fluid steering movements.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Optimal utilization of traction and required speed reduction without brake intervention
- Complex vehicle operation in an unexpected and/or complex traffic situation.

Slight errors:

- Wrong gear selection
    - e.g. Driving in the wrong speed range, environmental aspect
- Jerky braking
- No practical steering wheel position
- "Angular" steering movements
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is done insecurely and is accompanied by increased distraction.

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights
- Extreme delay due to incorrect gear selection
    - e.g. Shifting back to second gear at 80 kph

1.3 Performing lane changes

1.3.1 General description

1.3.1.1 Definition

This sub-task involves traffic situations in which the candidate changes lanes in one direction on a highway with several lanes. Turning and overtaking procedures as well as passing other traffic participants; Obstacles and narrow places are described in separate driving tasks.

1.3.1.2 Basic action algorithm

- Check whether a lane change is permitted and makes sense
- Early and repeated observation of the traffic situation and estimation of its development
- Check whether the traffic situation permits a safe lane change
    - e.g. Traffic density on the target lane, signals from other traffic participants
- Activating the blinker to indicate a lane change
- Adjusting the speed to the traffic situation
- Safe change to the target lane
- Vehicle positioning and speed adjustment according to traffic flow
- Check if the blinker is turned off

1.3.1.3 Situation subclasses to be distinguished

- Standard lange change
- Changing to a target lane that can be merged into from both sides

1.3.2 What is expected of the applicant in regard to each of the observation categories?

1.3.2.1 Traffic monitoring

Basic requirements
The applicant observes the other — especially more vulnerable — traffic participants (e.g. pedestrians, children, cyclists). In addition, they observe the traffic to the side and the distance. The traffic observation before changing lanes is mainly done via the mirrors, if necessary they check the "blind spot".

Variations according to specifics of the situation subclasses
When changing to a target lane that can be merged into from both sides, pay particular attention to traffic participants who could change to the target lane (into the targeted gap) at the same time.

Evaluation of the driving sub-task
Above-average performance:

- Recognize surprising and/or dangerous driving maneuvers of other traffic participants and react safely to them
- Recognize and respond safely to complicated and possible unclear traffic signs and/or devices, as well as road conditions

Slight errors:

- Failure to recognize sufficiently large gaps (depending on visibility, road conditions and differential speed)
    - e.g. Normal visibility and road conditions with a speed of 50kph, and a differential speed gap of 35 m

Serious errors (immediate failure):

- Inadequate traffic monitoring
    - e.g. Fleeting side traffic observation
    - e.g. Reacts with surprise to an overtaking vehicle (observation of side traffic is particularly important at high differential speeds)
- Insufficient compliance with the priority rule
    - e.g. Deceleration of a vehicle in the target lane required
- Failure to observe the priority rule
    - e.g. Very significant deceleration of a vehicle in the target lane required
- Failure to observe traffic signs and/or devices
- Failure to observe regulation signs
- Lack of traffic monitoring
    - e.g. No side and/or rear traffic observation

1.3.2.2 Vehicle positioning

Basic requirements
The applicant keeps a sufficient distance to other traffic participants, structural installations, and obstacles/objects. The applicant remains in the center of the target lane.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Immediate safe positioning due to unexpected behavior or behavior contrary to traffic regulations of other traffic participants

Slight errors:

- Uncertainty when staying in the lane
- Avoidable crossing of the lane line
- Underutilization of the available traffic s p ace
    - e.g. Unnecessary stopping in front of obstacles in their own lane
- Slight undercutting of the safety distance to other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)

Serious errors (immediate failure):

- Failure to maintain a safe distance to the side of other traffic participants, structural installations, and obstacles/objects
    - The safety distance to the side at 50 kph is at least 1 m.
    - Increase by 10 cm per 10 kph
    - Exceptions: Single-track vehicles (min. 1.5 m) and pedestrians (min. 1.5 m). If it is only possible to pass with a smaller side distance than prescribed, the speed must be reduced accordingly and special care must be obvious.
- Slight undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significant shortfall in the safety distance to the front of other traffic participants with prompt correction

    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significantly failing to maintain a safe distance to the front of other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)

1.3.2.3 Speed adjustment

Basic requirements
The applicant observes the maximum permitted speed and adapts their speed to the road, traffic, visibility, and weather conditions as well as the vehicle characteristics. They adapt the speed of the vehicle to the flow of traffic. They perform lane changes fluidly and expeditiously.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:
- Handling a lane change at high differential speed and high traffic density.
- Immediate safe speed adjustment due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants.

Slight errors:
- Inadequate speed adjustment to traffic conditions with timely correction
    - e.g. Other traffic participants are hindered by excessively slow driving.
    - Prompt correction is when a speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to road, visibility, and weather conditions, as well as vehicle characteristics with timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

Serious errors (immediate failure):

- Braking in a way that is not usual in traffic (disproportional to what is needed to reach a certain speed)
- Inadequate speed adjustment to traffic conditions without timely correction
    - e.g. Other road users are hindered by excessively slow driving.
    - A prompt correction is present if a required speed adjustment is made within 3 seconds after the merging process has been completed.
- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics without timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.
- Exceeding the speed limit with or without timely correction
    - Within built-up areas, more than 5kph
    - Outside built-up areas, more than 10kph
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

1.3.2.4 Communication

Basic requirements
The candidate operates the blinker in good time according to the intended direction of travel and changes lanes. In doing so, they take into account signals, signs (e.g. sound or light signals), and the behavior of other traffic participants. In difficult and ambiguous traffic situations, they attempt to communicate with other traffic participants.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Signaling a forfeit of their lane change (e.g. by hand signals) to resolve a complex traffic situation.

Slight errors:

- Failure to obey reasonable signals, signs, and behavior of other traffic participants
    - e.g. Failure to obey directional signs of other traffic participants
- Incorrect signal and sign
    - e.g. No announcement of merging by means of turn signal
    - e.g. Signaling to the right and (otherwise correctly) changing to the left
    - e.g. Issuing a warning signal although the situation could have been prevented by braking

Serious errors (immediate failure):

- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

1.3.2.5 Vehicle handling & ecological driving

Basic requirements

When speed adjustments are necessary, braking and acceleration are performed in a timely and appropriate manner, and gear changes are performed fluidly. The candidate completes lane changes with smooth and fluid steering movements. They always select the gear that allows them to accelerate appropriately.

Variations according to specifics of the situation subclasses

No special variations.

Evaluation of the driving sub-task

Above-average performance:

- Complex vehicle operation in an unexpected and/or complex traffic situation.

Slight errors:

- Jerky braking
- No practical steering wheel position
- "Angular" steering movements
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is done insecurely and is accompanied by increased distraction.
- Lack of acceleration due to incorrect gear selection
    - e.g. Shift into too high of a gear at the beginning of the lane change

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights
- Extreme delay due to incorrect gear selection
    - e.g. Shifting back to second gear at 80 kph

2. Curves

2.1 Curves

2.1.1 General description

2.1.1.1 Definition

This driving task involves traffic situations in which the candidate approaches and negotiates a curve. The term "curve" is understood to mean a natural traffic occurrence. Turning procedures at intersections and junctions are described separately in the driving task "Intersections and junctions".

2.1.1.2 Basic action algorithm

- Recognize features and clues that signify a curve and its progression
- Early and repeated observation of the traffic situation and estimation of its development
- Adjusting the speed
- Assess whether the course of the road, the road conditions, and the traffic environment allow the curve to be negotiated at the selected speed
- If necessary, adjust the speed again
- Positioning the vehicle within the lane
- Driving through the curve

2.1.1.3 Situation subclasses to be distinguished

- Default curves
- Serpentines and hairpin curves

2.1.2 What is expected of the applicant in relation to the different observation categories?

2.1.2.1 Traffic monitoring

Basic requirements
The applicant first recognizes that they are approaching a curve by means of indicators and features of the road’s course as well as possible traffic signs and/or traffic facilities. They evaluate the course, condition, width, and slope of the road with regard to the speed they choose. The candidate observes the other — especially more vulnerable — road users (e.g. pedestrians, children, cyclists). They observe whether and how vehicles ahead and oncoming vehicles negotiate the curve. They observe the end of the curve, and the further course of the road.

Variations according to specifics of the situation subclasses

When approaching serpentine and hairpin curves, the applicant observes the further course of the road above or below them in good time in order to be prepared for critical encounters, and to be able to react in good time.

Evaluation of the driving sub-task

Above-average performance:

- Early detection of oncoming vehicles taking up too much road space, and safe reaction to it
- Recognize and respond safely to complicated and possibly unclear traffic signs and/or devices, and road conditions

Slight errors:

- Late detection of the curve
    - Driving behavior suggests that the curve was not detected in time.

Serious errors (immediate failure):

- Inadequate traffic monitoring
    - e.g. Cursory observation of the road's coarse
- Failure to observe traffic signs and/or traffic devices
- Failure to observe regulation signs
- Lack of traffic monitoring

2.1.2.2 Vehicle positioning

Basic requirements

The applicant remains in their lane when approaching a curve. An overtaking maneuver that has been started must be completed in good time before the curve. The candidate positions the vehicle in such a way that they have sufficient distance to the right edge of the lane and to oncoming traffic, taking into account the lane usage regulations. In doing so, they keep sufficient distance to other traffic participants, structural installations, and obstacles/objects.

Variations according to specifics of the situation subclasses

When negotiating hairpin bends and curves, the applicant must be prepared for the fact that oncoming traffic may have to occupy their own driving space; It may be necessary to stop in good time. If necessary, suitable passing areas must be used. If the applicant has to use the lane of oncoming traffic, they may only do so without endangering the oncoming traffic.

Evaluation of the driving sub-task

Above-average performance:

- Immediate safe positioning due to unexpected behavior or behavior contrary to traffic regulations of other traffic participants

Slight errors:

- Uncertainty when staying in the lane
- Avoidable crossing of the lane boundary line
- Failure to comply with the right-hand lane rules[3]

[3] e.g. Moving left to avoid cars merging onto the highway from the right

- Slight undercutting of the safety distance to other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions

Serious errors (immediate failure):

- Avoidable crossing of the lane line
- Avoidable obstruction of oncoming traffic
- Failure to maintain a safe distance to the side of other traffic participants, structural installations, and obstacles/objects
    - The safety distance to the side at 50 kph is at least 1 m.
    - Increase by 10 cm per 10 kph
    - Exceptions: Single-track vehicles (min. 1.5 m) and pedestrians (min. 1.5 m). If it is only possible to pass with a smaller side distance than prescribed, the speed must be reduced accordingly and special care must be obvious.
- Slight undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significant shortfall in the safety distance to the front of other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significantly failing to maintain a safe distance to the front of other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.

    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)

2.1.2.3 Speed adjustment

Basic requirements
The applicant observes the maximum permitted speed and adapts their speed to the road, traffic, visibility, and weather conditions as well as the vehicle characteristics. They adapt their speed to the bend of the curve.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Immediate safe speed adjustment due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants.

Slight errors:

- Inadequate speed adjustment to traffic conditions with timely correction
    - e.g. Other traffic participants are hindered by excessively slow driving.
    - Prompt correction is when a speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to road, visibility, and weather conditions, as well as vehicle characteristics with timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

Serious errors (immediate failure):

- Braking in a way that is not usual in traffic (disproportional to what is needed to reach a certain speed)
- Inadequate speed adjustment to traffic conditions without timely correction
    - e.g. Other road users are hindered by excessively slow driving.
    - A prompt correction is present if a required speed adjustment is made within 3 seconds after the merging process has been completed.
- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics without timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.
- Exceeding the speed limit with or without timely correction

    - Within built-up areas, more than 5kph
    - Outside built-up areas, more than 10kph
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

2.1.2.4 Communication

Basic requirements
The candidate pays attention to signals, signs (e.g. sound and light signs) and behavior of other road users. In difficult and ambiguous traffic situations, they try to communicate with other traffic participants.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- No criteria

Slight errors:

- Incorrect signal and sign
    - e.g. Failure to signal when traveling on a curved right-of-way
- Failure to obey reasonable signals, signs and behavior of other traffic participants
    - e.g. In a blind curve, the warning of an oncoming vehicle as an obstacle in one's own lane is ignored.

Serious errors (immediate failure):

- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

2.1.2.5 Vehicle handling & ecological driving

Basic requirements
When speed adjustments are necessary, braking and acceleration are performed in a timely and appropriate manner, and gear changes are done smoothly. The candidate negotiates the curve with even steering movements adapted to the bend of the curve.

Variations according to specifics of the situation subclasses
When driving on serpentines and hairpin curves, the applicant correctly selects the gear in relation to special cases on up and downhill slopes.

Evaluation of the driving sub-task
Above-average performance:

- Complex vehicle operation in an unexpected and/or complex traffic situation

Slight errors:

- Wrong gear selection
    - e.g. Driving in the wrong speed range, environmental aspect
- Jerky braking

- No practical steering wheel position
- "Angular" steering movements
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is carried out insecurely, and is accompanied by increased distraction.

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights
- Extreme delay due to incorrect gear selection
    - e.g. Shifting back to second gear at 80 kph
- Over or understeering

3. Passing, overtaking

3.1 Passing obstacles and narrow spots

3.1.1 General description

3.1.1.1 Definition

This sub-task involves traffic situations in which the candidate has to pass a narrowing of the lane, an obstacle, a stopped or parked vehicle, or a pedestrian or cyclist in their lane. Traffic situations in which the candidate needs to pass traffic participants who are on the same side of the road and moving or waiting in the same direction are described separately under the driving task "Overtaking".

3.1.1.2 Basic action algorithm

- Early and repeated observation of the traffic situation and estimation of its development
- Checking the priority rule
- Check whether the traffic situation allows passing
- If necessary, indication of the intent to pass
- Adjusting the speed and distance to pass the obstacle
- If necessary, pull out and drive past
- If necessary, indication of intent to pass and then pass
- Check if the blinker is turned off

3.1.1.3 Situation subclasses to be distinguished

- Priority regulation without traffic signs (standard)
- Priority regulation with traffic signs

3.1.2 What is expected of the applicant in relation to the different observation categories?

3.1.2.1 Traffic monitoring

Basic requirements
The applicant recognizes a narrow spot in his lane that they must pass, and whether the lane of oncoming traffic is also narrowed at the same level. When approaching, the applicant first observes the priority rule. Then the applicant observes the other — in particular more vulnerable — traffic participants (e.g. pedestrians, children, cyclists). Before pulling out, the driver observes the traffic to the rear and side, and checks the "blind spot" if necessary. To re-enter the lane, the applicant checks whether the obstacle is at a sufficient distance by using the mirrors. Immediately

before realigning the vehicle, the candidate observes the traffic behind and to the side, checking the "blind spot" if necessary.

Variations according to specifics of the situation subclasses

If traffic signs regulate the right of way at bottlenecks, the applicant first recognizes the regulation and observes oncoming vehicles.

Evaluation of the driving sub-task

Above-average performance:

- Recognizing a traffic situation in which the applicant waives their right of way, thereby maintaining the flow of traffic
    - e.g. Alternating narrow sections on both sides of the road
- Recognize surprising and/or dangerous driving maneuvers of other road users and react safely to them
- Recognize and respond safely to complicated and possibly unclear traffic signs and/or devices, as well as road conditions

Slight errors:

- Failure to recognize own priority
- Failure to identify sufficiently large "gaps"
    - Depending on visibility, road conditions, and differential speeds

Serious errors (immediate failure):

- Inadequate traffic monitoring
    - e.g. Cursory side traffic observation
- Insufficient compliance with the priority rule
    - e.g.Delay of oncoming traffic with right-of-way required
- Failure to observe traffic signs and/or traffic devices
- Failure to observe the priority rule
    - e.g. Very significant deceleration of oncoming traffic with right-of-way required
- Failure to observe regulation signs
- Lack of traffic monitoring
    - e.g. No side and/or rear traffic observation

3.1.2.2 Vehicle positioning

Basic requirements

In the event of oncoming traffic and insufficient space to pass, the applicant waits a reasonable distance in front of the bottleneck until the oncoming traffic has passed. Even when arriving at a bottleneck on both sides at the same time, the applicant may have to stop on the right. The applicant then merges to the left in front of the bottleneck. When passing, the applicant keeps sufficient distance to other traffic participants, structural facilities, and obstacles/objects. They get back into the right-hand lane as soon as possible.

Variations according to specifics of the situation subclasses

If the applicant is given priority by traffic signs, they pass the bottleneck before the oncoming traffic. If the applicant is required to wait, they must give priority to oncoming traffic.

Evaluation of the driving sub-task

Above-average performance:

- Immediate safe positioning due to unexpected behavior or behavior contrary to traffic regulations of other traffic participants

Slight errors:

- Uncertainty when staying in the lane
- Avoidable crossing of the lane boundary line
- Slight undercutting of the safety distance to other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions

Serious errors (immediate failure):

- Failure to maintain a safe distance to the side of other traffic participants, structural installations, and obstacles/objects
    - The safety distance to the side at 50 kph is at least 1 m.
    - Increase by 10 cm per 10 kph
    - Exceptions: Single-track vehicles (min. 1.5 m) and pedestrians (min. 1.5 m). If it is only possible to pass with a smaller side distance than prescribed, the speed must be reduced accordingly and special care must be obvious.
- Slight undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significant shortfall in the safety distance to the front of other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic

    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significantly failing to maintain a safe distance to the front of other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)

3.1.2.3 Speed adjustment

Basic requirements
The applicant observes the maximum permitted speed and adapts their speed to the road, traffic, visibility, and weather conditions, as well as the vehicle characteristics. If necessary, they reduce their speed in good time before a bottleneck and stop if necessary. During passing and rejoining, the applicant selects their speed in such a way that this is possible without danger.

Variations according to specifics of the situation subclasses
If the applicant has priority at a bottleneck due to traffic signs, they shall drive past the bottleneck at a reasonable speed.

Evaluation of the driving sub-task
Above-average performance:
- Immediate safe speed adjustment due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants

Slight errors:
- Failure to brake
- Inadequate speed adjustment to traffic conditions with timely correction
    - e.g. Other traffic participants are hindered by excessively slow driving.
    - Prompt correction is when a speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to road, visibility, and weather conditions, as well as vehicle characteristics with timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

Serious errors (immediate failure):
- Braking in a way that is not usual in traffic (disproportional to what is needed to reach a certain speed)
- Inadequate speed adjustment to traffic conditions without timely correction
    - e.g. Other road users are hindered by excessively slow driving.

    - A prompt correction is present if a required speed adjustment is made within 3 seconds after the merging process has been completed.
- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics without timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.
- Exceeding the speed limit with or without timely correction
    - Within built-up areas, more than 5kph
    - Outside built-up areas, more than 10kph
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

3.1.2.4 Communication

Basic requirements
The candidate pays attention to signals, signs (e.g. sound and light signals), and the behavior of other traffic participants. When arriving at a bottleneck on both sides at the same time, the candidate may only proceed if clearly requested to do so by oncoming traffic. If the applicant wants oncoming traffic to proceed first, their signals, signs, and behavior must be unambiguous. The applicant shall use the turn signal before pulling out, and when re-joining the lane. In difficult and ambiguous traffic situations, they try to communicate with other traffic participants.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:
- Correct communication in the event of an unexpected and/or complex traffic situation

Slight errors:
- Incorrect signal and sign
    - e.g. Operating the blinker too late, or for too long
    - e.g. Signaling to the right and (otherwise correctly) changing to the left
- Failure to obey reasonable signals, signs and behavior of other traffic participants

Serious errors (immediate failure):
- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

3.1.2.5 Vehicle handling & ecological driving

Basic requirements
When speed adjustments are necessary, braking and acceleration are performed in a timely and appropriate manner, and gear changes are performed smoothly. To pass a bottleneck, the candidate performs smooth and fluid steering movements.

Variations according to specifics of the situation subclasses
No special variations

Evaluation of the driving sub-task
Above-average performance:

- Complex vehicle operation in an unexpected and/or complex traffic situation

Slight errors:

- Wrong gear selection
    - e.g. Driving in the wrong speed range, environmental aspect
- Jerky braking
- No practical steering wheel position
- "Angular" steering movements
- Stalling the engine
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is carried out insecurely, and is accompanied by increased distraction.
- Minor rolling back of the vehicle
    - Less than 50 cm
- No shutdown of the engine during longer waits
    - e.g. At construction site traffic lights, road closures
- Lack of acceleration due to incorrect gear selection
    - e.g. Shift into too high of a gear at the start of passing

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights
- Significant rolling back of the vehicle
    - More than approx. 50 cm
- Extreme delay due to incorrect gear selection
    - e.g. Shift down to second gear at 80 kph

3.2 Overtaking other traffic participants

3.2.1 General description

3.2.1.1 Definition

This sub-task involves traffic situations in which the candidate passes at least one traffic participant in front of them in the same lane, who is either moving in the same direction or stopped.

3.2.1.2 Basic action algorithm

- Early and repeated observation of the traffic situation and estimation of its development
- Check whether overtaking is permitted and makes sense
- Check if the traffic environment allows overtaking

- Indication of intention to overtake, if applicable
- If necessary, pull out
- Adjusting the speed and distance before and during the overtaking process
- Check whether merging back into the lane is possible
- If necessary, signal intent to remerge
- Remerge if necessary
- Check if the turn signal is turned off

3.2.1.3 Situation subclasses to be distinguished

- Overtaking in lanes for both directions using the lane of the oncoming traffic
- Overtaking in lanes for one direction (without oncoming traffic)

3.2.2 What is expected of the applicant in relation to the different observation categories?

3.2.2.1 Traffic monitoring

Basic requirements
The applicant recognizes that the stretch required for overtaking is free of oncoming traffic. As far as possible, they observe the traffic situation in front of the traffic participant who they will overtake. They check whether traffic signs prohibit an overtaking maneuver. The applicant observes the other — especially more vulnerable — road users (e.g. pedestrians, children, cyclists). At the same time, the applicant observes the traffic to the rear via the mirrors. When overtaking multi-lane vehicles with a high body and/or wide load, the applicant must pay increased attention to the fact that traffic signs or oncoming vehicles could be obscured.

Immediately before starting the overtaking maneuver, the applicant observes rear and side traffic, checking for blind spots if necessary. Before and during overtaking, they pay attention to the behavior of the person being overtaken.
For merging back, the applicant checks whether this is possible without danger. When overtaking, the influence of crosswinds must be recognized and taken into account.

Variations according to specifics of the situation subclasses
When overtaking on one-way lanes (without oncoming traffic), the applicant must recognize whether they can begin and safely complete the overtaking maneuver with sufficient differential speed and without endangering the traffic to the rear.

Evaluation of the driving sub-task
Above-average performance:
- Recognize surprising and/or dangerous driving maneuvers of other road users and react in a safe manner

Slight errors:
- None

Serious errors (immediate failure):

- Inadequate traffic monitoring
    - e.g. Cursory side traffic observation
    - e.g. Reacts with surprise to an overtaking vehicle
    - Observation of side traffic is particularly important at high differential speeds
- Insufficient compliance with the priority rule
    - e.g.Delay of oncoming traffic with right-of-way required
- Failure to observe traffic signs and/or traffic devices
- Failure to observe the priority rule
    - e.g. Very significant deceleration of oncoming traffic with right-of-way required
- Failure to observe regulation signs
- Lack of traffic monitoring
    - e.g. No side and/or rear traffic observation

3.2.2.2 Vehicle positioning

Basic requirements
The applicant approaches the vehicle in front while maintaining a minimum safe distance. They keep a sufficient distance to other traffic participants, structural facilities, and obstacles/objects. If necessary, the applicant pulls out far enough to overtake and maintains sufficient lateral distance when overtaking. If necessary, they get back into the lane as soon as possible. When rejoining the lane, the applicant positions their vehicle in such a way that is clear of any obstructions. When overtaking single-track vehicles and pedestrians, the applicant uses a greater lateral distance.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Immediate safe positioning due to unexpected behavior or behavior contrary to traffic regulations of other traffic participants
    - e.g. Stopping the overtaking maneuver and safely rejoining the lane due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants

Slight errors:

- Uncertainty when staying in the lane
- Not overtaking, although it would have been permissible, safe and possible without danger over a longer distance
    - e.g. Persistently failing to overtake a motor vehicle traveling at 40 kph for no reason at a maximum permissible speed of 70 kph, although the traffic, road, visibility, and weather conditions undoubtedly make this possible without danger
- Slight undercutting of the safety distance to other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.

        - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
        - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
        - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions
            - e.g. In the event of unsafe driving by a vehicle to the front

Serious errors (immediate failure):

- Prohibited overtaking on the right (agO, BAB)
- Failure to maintain a safe distance to the side of other traffic participants, structural installations, and obstacles/objects
    - The safety distance to the side at 50 kph is at least 1 m.
    - Increase by 10 cm per 10 kph
    - Exceptions: Single-track vehicles (min. 1.5 m) and pedestrians (min. 1.5 m). If it is only possible to pass with a smaller side distance than prescribed, the speed must be reduced accordingly and special care must be obvious.
    - A significant increase in the safety distance to the side is required, for example, if a vehicle in front is driving unsafely.
- Slight undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significant shortfall in the safety distance to the front of other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Overtaking despite unclear traffic situation

3.2.2.3 Speed adjustment

Basic requirements

The applicant observes the maximum permitted speed and adapts their speed to the road, traffic, visibility, and weather conditions, as well as the vehicle characteristics. They significantly increase their speed compared to the person being overtaken.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Immediate safe speed adjustment due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants
    - e.g. Avoiding an unforeseeable, dangerous situation by a short-term reduction or increase in speed

Slight errors:

- Inadequate speed adjustment to traffic conditions with timely correction
    - e.g. Other traffic participants are hindered by excessively slow driving
    - e.g. Overtaking takes an unnecessarily long time due to insufficient differential speed
    - Prompt correction is when a speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to road, visibility, and weather conditions, as well as vehicle characteristics with timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

Serious errors (immediate failure):

- Braking in a way that is not usual in traffic (disproportional to what is needed to reach a certain speed)
- Inadequate speed adjustment to traffic conditions without timely correction
    - e.g. Other road users are hindered by excessively slow driving.
    - A prompt correction is present if a required speed adjustment is made within 3 seconds after the merging process has been completed.
- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics without timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.
- Exceeding the speed limit with or without timely correction
    - Within built-up areas, more than 5kph
    - Outside built-up areas, more than 10kph
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

3.2.2.4 Communication

Basic requirements
The candidate pays attention to signals, signs (e.g. sound and light signals) and the behavior of other traffic participants. Before pulling out or rejoining the lane, the candidate must use the turn signal. Sound and light signals may be given or required outside built-up areas to announce overtaking. In difficult and ambiguous traffic situations, the driver attempts to communicate with other traffic participants.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Correct communication in the event of an unexpected and/or complex traffic situation

Slight errors:

- Incorrect signal and sign
    - e.g. Overtaking without using turn signal
- Failure to obey reasonable signals, signs and behavior of other traffic participants
    - e.g. Failure to follow directional signs of other traffic participants

Serious errors (immediate failure):

- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

3.2.2.5 Vehicle handling & ecological driving

Basic requirements
When speed adjustments are necessary, braking and acceleration are performed in a timely and appropriate manner, and gear changes are performed smoothly. For acceleration, the candidate selects an appropriate gear. The candidate performs the overtaking-related merging in and out with smooth and fluid steering movements.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Complex vehicle operation in an unexpected and/or complex traffic situation

Slight errors:

- Jerky braking
- No practical steering wheel position
- "Angular" steering movements
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is carried out insecurely, and is accompanied by increased distraction.

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights
- Lack of acceleration due to incorrect gear selection
    - e.g. Shifting into too high of a gear at the start of overtaking
- Extreme delay due to incorrect gear selection
    - e.g. Shifting down to second gear at 80 kph

4. Intersections, junctions, entering moving traffic

4.1 Crossing intersections & junctions

4.1.1 General description

4.1.1.1 Definition

This sub-task involves traffic situations in which the candidate follows the course of their own road at structurally different intersections or junctions, crossing the lanes of other traffic participants.

4.1.1.2 Basic action algorithm

- Checking whether you are approaching an intersection or junction
- Check which right of way/priority rule applies
- Early and repeated observation of the traffic situation and estimation of its development
- Assessing the structural design
- Adjusting the speed to the right of way/priority and the traffic situation
- If necessary, move into the lane that allows the vehicle to proceed without obstruction
- Check whether crossing is permissible and possible
- Decide whether to wait before the intersection
- Crossing in compliance with the applicable right-of-way/priority rule

4.1.1.3 Situation subclasses to be distinguished

- Right before left
- With right-of-way traffic signs
- With traffic lights
- With regulation by police officers

4.1.2 What is expected of the applicant in relation to the different observation categories?

4.1.2.1 Traffic monitoring

Basic requirements
The applicant first recognizes that they are approaching an intersection or junction, as well as which right-of-way / priority rules are applied there. The candidate recognizes whether they can enter the intersection or junction, or whether they would block it. The applicant observes the other — especially more vulnerable — road users (e.g. pedestrians, children, cyclists). They observe the traffic space in front of them, and also check whether and how quickly other vehicles are

approaching the intersection or junction from the merging roads. They then check whether pedestrians would like to enter the roadway near the intersection, or have already done so. They also observe the traffic behind them via the mirrors. Before the intersection and when crossing, the applicant observes cross-traffic from both directions as well as oncoming traffic, and any left-turning vehicles; paying attention to all pedestrians in the intersection area.

Variations according to specifics of the situation subclasses
At intersections or junctions with the "right before left" rule, the candidate recognizes whether they are granted or must yield the right-of-way. If the right-of-way is regulated by traffic signs, the candidate recognizes whether it is necessary to stop or wait. They recognize whether a continuation of the journey is permissible and possible. At intersections or junctions with traffic lights or regulations by police officers, the candidate recognizes whether they must stop, or whether their direction of travel is clear.

Evaluation of the driving sub-task
Above-average performance:

- Early detection of and safe response to a police officer directing traffic despite an intact traffic signal
- Particularly prudent behavior in the event of a surprising failure of a traffic light system
- Waiving one's own right-of-way or priority when recognizing inappropriate behavior by other traffic participants

Slight errors:

- Failure to identify sufficiently large gaps
    - Depending on visibility, road conditions, and differential speeds
- Failure to recognize own right-of-way/priority
    - e.g. Stop at green light or green arrow

Serious errors (immediate failure):

- Inadequate traffic monitoring
    - e.g. Late recognition or cursory observation of the other converging streets
- Insufficient observation of right-of-way, or priority regulations
    - e.g.Delay of a vehicle with the right-of-way required
- Failure to observe traffic signs and/or traffic devices
- Failure to observe the right-of-way or priority rule
    - e.g. Very significant deceleration of oncoming traffic with right-of-way required
    - e.g. Crossing a road with the right-of-way without adjusting speed, and being ready to brake without observing the road with the right-of-way
- Failure to observe regulation signs
- Failure to observe a red traffic light, or appropriate signs by a police officer
- Lack of traffic monitoring

4.1.2.2 Vehicle positioning

Basic requirements
The applicant keeps a sufficient safety distance from other traffic participants, structural installations, and obstacles/objects in the intersection or junction. They only enter the intersection

or junction in the lane designated for their direction when they are sure that they can cross in one go, if possible.

Variations according to specifics of the situation subclasses
At intersections or junctions with the "right-before-left" rule, the applicant stops — if necessary — in good time before the intersection or junction, and yields the right of way. If traffic lights or stop signs require stopping, the applicant stops at the stop line. If there is no stop line, or if it can no longer be seen, the applicant stops in front of it in the case of traffic lights, or at the line of sight in the case of stop signs. For stop signals by a police officer, the applicant stops at the stop line. If there is no stop line or it is no longer visible, the candidate stops before the intersection.

Evaluation of the driving sub-task
Above-average performance:

- Immediate safe positioning due to unexpected behavior or behavior contrary to traffic regulations of other traffic participants
- Expedient and safe positioning to provide a clear path for emergency vehicles (blue lights and emergency horn) in heavy traffic conditions
-

Slight errors:

- Slightly crossing the stop line
    - e.g. The vehicle overhangs the line, but the front wheels still come to a stop in front of, or on the, stop line
- Slight undercutting of the safety distance to other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions
        - e.g. In the event of unsafe driving by a vehicle to the front
- Avoidable driving through the intersection or junction, although it could be predicted that the crossing could not be completed

Serious errors (immediate failure):

- Avoidable crossing of the lane line
- Avoidable obstruction of the intersection
- Avoidable driving over a curb
- Significantly crossing the stop line
    - e.g. The front wheels of the vehicle do not come to a stop until after the stop line
- Failure to maintain a safe distance to the side of other traffic participants, structural installations, and obstacles/objects
    - The safety distance to the side at 50 kph is at least 1 m.

    - Increase by 10 cm per 10 kph
    - Exceptions: Single-track vehicles (min. 1.5 m) and pedestrians (min. 1.5 m). If it is only possible to pass with a smaller side distance than prescribed, the speed must be reduced accordingly and special care must be obvious.
    - A significant increase in the safety distance to the side is required, for example, if a vehicle in front is driving unsafely.
- Slight or significant undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significant shortfall in the safety distance to the front of other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Avoidable lane departure

4.1.2.3 Speed adjustment

Basic requirements
The applicant observes the maximum permitted speed and adapts their speed to the road, traffic, visibility, and weather conditions, as well as the vehicle characteristics.They show by their driving behavior and choice of speed that they will observe the right-of-way or priority of other traffic participants. If necessary, they adjust their speed so that they can stop.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Immediate safe speed adjustment due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants

Slight errors:

- Failure to brake

        - Brake readiness must be established in time so that stopping is possible at any time (with a delay customary to traffic).
            - e.g. To yield the right-of-way to those who have priority
- Unnecessary braking when approaching
- Excessively hesitant approach to an intersection or junction
    - e.g. With a yellow traffic light
- Inadequate speed adjustment to traffic conditions with timely correction
    - e.g. Other traffic participants are hindered by excessively slow driving
    - Prompt correction is when a speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to road, visibility, and weather conditions, as well as vehicle characteristics with timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

Serious errors (immediate failure):

- Braking in a way that is not usual in traffic (disproportional to what is needed to reach a certain speed)
- Inadequate speed adjustment to traffic conditions without timely correction
    - e.g. Other road users are hindered by excessively slow driving.
    - A prompt correction is present if a required speed adjustment is made within 3 seconds after the merging process has been completed.
- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics without timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.
- Exceeding the speed limit with or without timely correction
    - Within built-up areas, more than 5kph
    - Outside built-up areas, more than 10kph
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

4.1.2.4 Communication

Basic requirements

The candidate pays attention to signals, signs (e.g. sound or light signals), and the behavior of other traffic participants. The candidate shows with clear eye contact that they have noticed other traffic participants. In difficult and ambiguous traffic situations, they try to communicate with the other drivers.

Variations according to specifics of the situation subclasses

No special variations.

Evaluation of the driving sub-task

Above-average performance:

- Resolving a confusing traffic situation
    - e.g. By yielding one's right-of-way

Slight errors:

- Incorrect signal and sign
- Failure to obey reasonable signals, signs and behavior of other traffic participants

Serious errors (immediate failure):

- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

4.1.2.5 Vehicle handling & ecological driving

Basic requirements

When speed adjustments are necessary, braking and acceleration are performed in a timely and appropriate manner, and gear changes are performed smoothly. If steering movements are required for crossing, the candidate performs them smoothly and fluidly.

Variations according to specifics of the situation subclasses

When waiting at an intersection with traffic lights, the applicant can turn off the engine.

Evaluation of the driving sub-task

Above-average performance:

- Complex vehicle operation in an unexpected and/or complex traffic situation
- Switching off the engine at the start of a red light phase, and fast, safe preparation and start-up at the green light

Slight errors:

- Wrong gear selection
    - e.g. Driving in the wrong speed range, environment aspect
- Jerky braking
- No practical steering wheel position
- "Angular" steering movements
- Stalling the engine
- Slight rolling back of the vehicle
    - Less than approx. 50 cm
- No shutdown of the engine during longer waiting
    - e.g. In the case of a traffic jam at an intersection
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is carried out insecurely, and is accompanied by increased distraction
- Lack of acceleration due to incorrect gear selection
    - e.g. Shifting into too high a gear when starting off

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights
- Significant rolling back of the vehicle

    - More than approx. 50 cm
- Extreme delay due to incorrect gear selection
    - e.g. Shifting back to first gear at 30 kph

4.2 Right turns at intersections & junctions

4.2.1 General description

4.2.1.1 Definition

This sub-task involves traffic situations in which the candidate leaves their previously used lane to the right at structurally different intersections or junctions, and drives out of the same-direction traffic.

4.2.1.2 Basic action algorithm

- Checking whether you are approaching an intersection or junction
- Check which right-of-way/priority rule applies
- Early and repeated observation of the traffic situation and estimation of its development
- Assessing the layout
- Check whether and how a right turn is permissible
- Indicating a right turn
- Adjusting the speed to the right-of-way/priority and the traffic situation
- If necessary, get into a turning lane in order to reach the corresponding destination lane.
- Check whether a right turn is possible
- Decide whether, if necessary, to wait before the intersection
- Turning right following the applicable right-of-way/priority rule
- Check whether the blinker is switched off after the turn

4.2.1.3 Situation subclasses to be distinguished

- Right before left
- With right-of-way traffic signs
- With traffic lights
- With regulation by police officers

4.2.2 What is expected of the applicant in relation to the different observation categories?

4.2.2.1 Traffic monitoring

Basic requirements
The applicant first recognizes that they are approaching an intersection or junction, and what right-of-way/priority rules apply there. The candidate recognizes whether they can enter the

intersection or junction, or whether they would block the intersection or junction. The applicant observes the other — especially more vulnerable — traffic participants (e.g. pedestrians, children, cyclists). They observe the traffic space in front of them, and also check whether and how quickly other vehicles from the converging roads are approaching the intersection or junction. Additionally, the candidate should check whether pedestrians want to enter the roadway near the intersection or have already done so.

They also observe the traffic behind them via the mirrors. They recognize whether they have to wait for other traffic participants. In addition, they must observe oncoming traffic with right-of-way, all vehicles to the right in the same and opposite directions, as well as traffic participants turning in the same direction as them. The applicant recognizes their target lane in the new direction of travel. Before getting into the lane where he is turning, and again immediately before turning, they must observe the traffic behind them and, if necessary, check the blind spot.

The applicant pays particular attention to pedestrians who have the right-of-way and are crossing the lane onto which they are turning, either on the oncoming side or in the same direction. They observe oncoming left-turning vehicles, if applicable. If a multi-lane right turn is possible, they observe parallel right turning vehicles if necessary.

Variations according to specifics of the situation subclasses
At intersections/junctions with the "right-before-left" rule, the applicant recognizes whether they have the right-of-way or not. If the right-of-way is regulated by traffic signs, the applicant recognizes whether they have the right-of-way, must wait or, if necessary, stop. They recognize whether it is permissible and possible to continue driving. At intersections or junctions with traffic lights or regulations by police officers, the candidate recognizes whether they must stop or whether his direction of travel is clear. They check whether there is a sign with a green arrow on a black background (green arrow sign) at the traffic light, and pay attention to the traffic participants driving in the other directions.

Evaluation of the driving sub-task
Above-average performance:

- Waiving one's right-of-way when recognizing inappropriate behavior by other traffic participants
- Early detection of and safe response to a police officer directing traffic despite an intact traffic signal
- Particularly prudent behavior in the event of a sudden failure of a traffic light

Slight errors:

- Failure to identify sufficiently large gaps
    - Depending on visibility, road conditions, and differential speeds
- Failure to recognize own right-of-way/priority
    - e.g. Stop at green light or green arrow

Serious errors (immediate failure):

- Inadequate traffic monitoring
    - e.g. Cursory observation of the other converging streets

    - e.g. Cursory observation of traffic and pedestrians moving straight ahead
- Insufficient observation of right-of-way, or priority regulations
    - e.g.Delay of a vehicle with the right-of-way required
- Failure to observe traffic signs and/or traffic devices
- Failure to observe the right-of-way or priority rule
    - e.g. Very significant deceleration of oncoming traffic with right-of-way required
    - e.g. Crossing a road with the right-of-way without adjusting speed, and being ready to brake without observing the road with the right-of-way
- Failure to observe regulation signs
- Failure to observe a red traffic light, or appropriate signs by a police officer
- Lack of traffic monitoring
    - e.g. Not observing the other converging roads
    - e.g. Not observing traffic and/or pedestrians moving straight ahead

4.2.2.2 Vehicle positioning

Basic requirements
The applicant gets into position as far to the right as possible, or in the lane designated for their turn in good time. When turning, they stop with enough time so that all vehicles driving to their right in the same direction and in the opposite direction can continue to drive unhindered.

When turning in a tight curve — if there are several lanes — they stay in their lane. They pay attention to the priority of pedestrians in the street they are turning into, and if necessary, they wait. The applicant keeps a sufficient safety distance from other traffic participants, structural installations, and obstacles/objects in the intersection or junction.

Variations according to specifics of the situation subclasses
At intersections or junctions with the "right-before-left" rule, the applicant stops — if necessary — in good time before the intersection or junction. If the traffic lights or stop signs require stopping, the applicant stops at the stop line. If there is no stop line or if it is no longer visible, the applicant stops in front of the stop line in the case of traffic lights or stop signs.

If there is a green arrow sign to the right of the red light sign, the candidate may only continue their drive without obstructing or endangering, in particular, traffic participants in the cleared direction after stopping in front of the light sign. If there is a stop sign by a police officer, the applicant also stops at the stop line. If there is no stop line or it is no longer visible, the applicant stops before the intersection.

Evaluation of the driving sub-task
Above-average performance:
- Immediate safe positioning due to unexpected behavior or behavior contrary to traffic regulations of other traffic participants
- Expedient and safe positioning to provide a clear path for emergency vehicles (blue lights and emergency horn) in heavy traffic conditions
-

Slight errors:

- Avoidable crossing of the lane line
- Avoidable obstruction of a bike lane or sidewalk
- Avoidable driving through the intersection or junction, although it could be predicted that the crossing could not be completed
- Slightly crossing the stop line
    - e.g. The vehicle overhangs the stop line, but the front wheels still come to a stop in front of or on the stop line
- Slight undercutting of the safety distance to the front of other road users with prompt correction.
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic.
    - Shortening the safety distance may be permissible, for example, in dense or slow-moving traffic.
    - An increase in the safety distance is necessary, for example, in poor visibility, weather, or road conditions
        - e.g. In the event of unsafe driving by a vehicle in front

Serious errors (immediate failure):

- Avoidable crossing of the lane line
- Avoidable obstruction of the intersection
- Avoidable obstruction of the target road
- Avoidable driving over a curb
- Avoidable obstruction of oncoming traffic in the target road
- Failure to comply with the right-hand drive rules
- Significantly crossing the stop line
    - e.g. The front wheels of the vehicle do not come to a stop until after the stop line
- Failure to maintain a safe distance to the side of other traffic participants, structural installations, and obstacles/objects
    - The safety distance to the side at 50 kph is at least 1 m.
    - Increase by 10 cm per 10 kph
    - Exceptions: Single-track vehicles (min. 1.5 m) and pedestrians (min. 1.5 m). If it is only possible to pass with a smaller side distance than prescribed, the speed must be reduced accordingly and special care must be obvious.
    - A significant increase in the safety distance to the side is required, for example, if a vehicle in front is driving unsafely.
- Slight or significant undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic

    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significant shortfall in the safety distance to the front of other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Turning out of a directional lane that specifies a different direction
- Avoidable lane departure

4.2.2.3 Speed adjustment

Basic requirements
The applicant observes the maximum permitted speed and adapts their speed to the road, traffic, visibility, and weather conditions, as well as the vehicle characteristics. They adjust the speed when approaching the intersection or junction so that they can stop if necessary.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Immediate safe speed adjustment due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants

Slight errors:

- Failure to brake
- Unnecessary braking when approaching
- Excessively hesitant approach to an intersection or junction
- Reducing speed too late before the turn
    - e.g. The speed adjustment must be produced in time that a turn in the required narrow arc is possible
- Inadequate speed adjustment to traffic conditions with timely correction
    - e.g. Other traffic participants are hindered by excessively slow driving
    - Prompt correction is when a speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to road, visibility, and weather conditions, as well as vehicle characteristics with timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.

    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

Serious errors (immediate failure):

- Braking in a way that is not usual in traffic (disproportional to what is needed to reach a certain speed)
- Inadequate speed adjustment to traffic conditions without timely correction
    - e.g. Other road users are hindered by excessively slow driving.
    - A prompt correction is present if a required speed adjustment is made within 3 seconds after the merging process has been completed.
- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics without timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.
- Exceeding the speed limit with or without timely correction
    - Within built-up areas, more than 5kph
    - Outside built-up areas, more than 10kph
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

4.2.2.4 Communication

Basic requirements

The candidate pays attention to signals, signs (e.g. sound and light signals), and the behavior of other traffic participants. They set the blinker to the right in good time, and follow this up if necessary. The candidate shows with clear eye contact that they have noticed other traffic participants. In difficult and ambiguous traffic situations, they attempt to communicate with other drivers.

Variations according to specifics of the situation subclasses

No special variations.

Evaluation of the driving sub-task

Above-average performance:

- Resolving a confusing traffic situation
    - e.g. By yielding one's right-of-way

Slight errors:

- Missing or incorrect signal/sign
- Failure to obey reasonable signals, signs and behavior of other traffic participants
    - e.g. The applicant stops before turning right, although an approaching vehicle from the left priority lane clearly delays, and indicates by flashing that they want to turn right.

Serious errors (immediate failure):

- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

4.1.2.5 Vehicle handling & ecological driving

Basic requirements

When speed adjustments are necessary, braking and acceleration are performed in a timely and appropriate manner, and gear changes are performed smoothly. The candidate performs turning with smooth and fluid steering.

Variations according to specifics of the situation subclasses

When waiting at an intersection with traffic lights, the applicant can turn off the engine.

Evaluation of the driving sub-task

Above-average performance:

- Complex vehicle operation in an unexpected and/or complex traffic situation
- Switching off the engine at the start of a red light phase, and fast, safe preparation and start-up at the green light

Slight errors:

- Jerky braking
- No practical steering wheel position
- "Angular" steering movements
- Stalling the engine
- Slight rolling back of the vehicle
    - Less than approx. 50 cm
- No shutdown of the engine during longer waiting
    - e.g. In the case of a traffic jam at an intersection
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is carried out insecurely, and is accompanied by increased distraction
- Lack of acceleration due to incorrect gear selection
    - e.g. Shifting into too high a gear when starting off

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights
- Significant rolling back of the vehicle
    - More than approx. 50 cm
- Extreme delay due to incorrect gear selection
    - e.g. Shifting back to first gear at 30 kph

4.3 Left turns at intersections & junctions

4.3.1 General description

4.3.1.1 Definition

This sub-task involves traffic situations in which the candidate leaves their lane to the left at structurally different intersections or junctions, and drives out of the same-direction traffic.

The "Turning around at intersections" can be found in the basic driving task "Turning around" (Examination Guideline, Appendix 3, Item 2.4).

4.3.1.2 Basic action algorithm

- Check whether you are approaching an intersection or junction
- Check which right of way/priority rule applies
- Early and repeated observation of the traffic situation and estimation of its development
- Assessing the layout
- Check whether and how a left turn is permissible
- Indicate a left turn
- Adjusting the speed to the right of way/priority and the traffic situation
- If necessary, get into a turning lane in order to reach the corresponding destination lane
- Check whether a left turn is possible
- Decide whether and where to wait (in front of and/or at the intersection)
- Turning left with consideration of the applicable right-of-way/priority rule
- Check whether the blinker is switched off after the turn

4.3.1.3 Situation subclasses to be distinguished

- Right before left
- With right-of-way traffic signs
- With traffic lights
- With regulation by police officers

4.3.2 What is expected of the applicant in relation to the different observation categories?

4.3.2.1 Traffic monitoring

Basic requirements
The applicant first recognizes that they are approaching an intersection or junction, and what right-of-way/priority rules apply there. The candidate recognizes whether they can enter the intersection or junction, or whether they would block the intersection or junction. The applicant observes the other — especially more vulnerable — traffic participants (e.g. pedestrians, children, cyclists). They observe the traffic space in front of them, and also check whether and how quickly

other vehicles from the converging roads are approaching the intersection or junction. Additionally, the candidate should check whether pedestrians want to enter the roadway near the intersection or have already done so.

They also observe the traffic behind them via the mirrors. They recognize whether they have to wait for other traffic participants. In addition, they must observe oncoming traffic with right-of-way, all vehicles to his left in the same direction and in the opposite direction, as well as other drivers turning in the same direction as them. The applicant recognizes their target lane in the new direction of travel. Before getting into the lane where they are turning, and again immediately before turning, they must observe the traffic behind them and, if necessary, check the blind spot.

The applicant pays particular attention to pedestrians who have the right-of-way and are crossing the lane onto which they are turning, either on the oncoming side or in the same direction. If necessary, they observe oncoming right-turning vehicles. If a multi-lane turn is possible, they observe parallel left-turning vehicles.

Variations according to specifics of the situation subclasses
At intersections/junctions with the "right-before-left" rule, the applicant recognizes whether they have the right-of-way or not. If the right-of-way is regulated by traffic signs, the applicant recognizes whether they have the right-of-way, must wait or, if necessary, stop. They recognize whether it is permissible and possible to continue driving. At intersections or junctions with traffic lights or regulations by police officers, the candidate recognizes whether they must stop or whether his direction of travel is clear. If necessary, they check if there is a green arrow light on the left behind the intersection (diagonal arrow).

Evaluation of the driving sub-task
Above-average performance:

- Waiving one's right-of-way when recognizing inappropriate behavior by other traffic participants
- Early detection of and safe response to a police officer directing traffic despite an intact traffic signal
- Particularly prudent behavior in the event of a sudden failure of a traffic light

Slight errors:

- Failure to identify sufficiently large gaps
    - Depending on visibility, road conditions, and differential speeds
- Failure to recognize own right-of-way/priority
    - e.g. Stop at green light or green arrow

Serious errors (immediate failure):

- Inadequate traffic monitoring
    - e.g. Cursory observation of the other converging streets
    - e.g. Cursory observation of traffic and pedestrians moving straight ahead
- Insufficient observation of right-of-way, or priority regulations
    - e.g.Delay of a vehicle with the right-of-way required
- Failure to observe traffic signs and/or traffic devices

- Failure to observe the right-of-way or priority rule
    - e.g. Very significant deceleration of oncoming traffic with right-of-way required
    - e.g. Crossing a road with the right-of-way without adjusting speed, and being ready to brake without observing the road with the right-of-way
- Failure to observe regulation signs
- Failure to observe a red traffic light, or appropriate signs by a police officer
- Lack of traffic monitoring
    - e.g. Not observing the other converging roads
    - e.g. Not observing traffic and/or pedestrians moving straight ahead

4.3.2.2 Vehicle positioning

Basic requirements

The applicant gets into the center of the lane in good time; on lanes for only one direction (e.g. in one-way streets) beyond the center or in the lane designated for his direction. When turning, he stops in time to observe the priority of oncoming traffic. All vehicles on his left in the same direction and in the opposite direction, as well as other road users turning in the same direction as him, must be able to proceed unhindered. When turning, he pays attention to the priority of pedestrians in the street he is turning into; if necessary, he waits in time. The applicant keeps a sufficient safety distance to other road users, structural facilities and obstacles/objects in the intersection or junction area. When turning left, he/she positions himself/herself so that the turning point is suitable for reaching the target lane easily.

Variations according to specifics of the situation subclasses

At intersections or junctions with the "right-before-left" rule, the applicant stops — if necessary — in good time before the intersection or junction. If the traffic lights or stop signs require stopping, the applicant stops at the stop line. If there is no stop line or if it is no longer visible, the applicant stops in front of the stop line in the case of traffic lights or stop signs.

If there is a green arrow sign to the right of the red light sign, the candidate may only continue their drive without obstructing or endangering, in particular, traffic participants in the cleared direction after stopping in front of the light sign. If there is a stop sign by a police officer, the applicant also stops at the stop line. If there is no stop line or it is no longer visible, the applicant stops before the intersection.

Evaluation of the driving sub-task

Above-average performance:

- Expedient and safe positioning to provide a clear path for emergency vehicles (blue lights and emergency horn) in heavy traffic conditions
- Immediate safe positioning due to unexpected behavior or behavior contrary to traffic regulations of other traffic participants

Slight errors:

- Avoidable obstruction of a bike lane or sidewalk
- Avoidable driving through the intersection or junction, although it could be predicted that the crossing could not be completed

- Disregarding the rule of turning in front of other drivers
- Incorrectly entering one-way streets to turn left
- Slightly crossing the stop line
    - e.g. The vehicle overhangs the stop line, but the front wheels still come to a stop in front of or on the stop line
- Slight undercutting of the safety distance to the front of other road users with prompt correction.
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic.
    - Shortening the safety distance may be permissible, for example, in dense or slow-moving traffic.
    - An increase in the safety distance is necessary, for example, in poor visibility, weather, or road conditions
        - e.g. In the event of unsafe driving by a vehicle in front

Serious errors (immediate failure):

- Avoidable crossing of the lane line
- Avoidable obstruction of the intersection
- Avoidable obstruction of the target road
- Avoidable driving over a curb
- Avoidable obstruction of oncoming traffic in the target road
- Failure to comply with the right-hand drive rules
- Significantly crossing the stop line
    - e.g. The front wheels of the vehicle do not come to a stop until after the stop line
- Failure to maintain a safe distance to the side of other traffic participants, structural installations, and obstacles/objects
    - The safety distance to the side at 50 kph is at least 1 m.
    - Increase by 10 cm per 10 kph
    - Exceptions: Single-track vehicles (min. 1.5 m) and pedestrians (min. 1.5 m). If it is only possible to pass with a smaller side distance than prescribed, the speed must be reduced accordingly and special care must be obvious.
    - A significant increase in the safety distance to the side is required, for example, if a vehicle in front is driving unsafely.
- Slight or significant undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)

- Significant shortfall in the safety distance to the front of other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Turning out of a directional lane that specifies fda different direction
- Avoidable lane departure

4.3.2.3 Speed adjustment

Basic requirements
The applicant observes the maximum permitted speed and adapts their speed to the road, traffic, visibility, and weather conditions as well as the vehicle characteristics. They adjust the speed when approaching the intersection/junction so that they can stop if necessary.

Variations according to specifics of the situation subclasses
When a “diagonal arrow” light is green, the applicant quickly clears the intersection/junction.

Evaluation of the driving sub-task
Above-average performance:
- Immediate safe speed adjustment due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants

Slight errors:
- Failure to brake
- Unnecessary braking when approaching
- Excessively hesitant approach to an intersection or junction
- Reducing speed too late before the turn
    - e.g. The speed adjustment must be produced in time that a turn in the required narrow arc is possible
- Inadequate speed adjustment to traffic conditions with timely correction
    - e.g. Other traffic participants are hindered by excessively slow driving
    - Prompt correction is when a speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to road, visibility, and weather conditions, as well as vehicle characteristics with timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

Serious errors (immediate failure):

- Braking in a way that is not usual in traffic (disproportional to what is needed to reach a certain speed)
- Inadequate speed adjustment to traffic conditions without timely correction
    - e.g. Other road users are hindered by excessively slow driving.
    - A prompt correction is present if a required speed adjustment is made within 3 seconds after the merging process has been completed.
- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics without timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.
- Exceeding the speed limit with or without timely correction
    - Within built-up areas, more than 5kph
    - Outside built-up areas, more than 10kph
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

4.3.2.4 Communication

Basic requirements
The candidate pays attention to signals, signs (e.g. sound and light signals), and the behavior of other traffic participants. They set the blinker to the left in good time and, if necessary, readjust it. The candidate shows with clear eye contact that they have noticed other traffic participants. In difficult and ambiguous traffic situations, they attempt to communicate with other drivers.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:
- Resolving a confusing traffic situation
    - e.g. By yielding one's right-of-way

Slight errors:
- Incorrect signal/sign
- Failure to obey reasonable signals, signs and behavior of other traffic participants
    - e.g. The applicant stops before turning right, although an approaching vehicle from the left priority lane clearly delays, and indicates by flashing that they want to turn right.

Serious errors (immediate failure):
- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

4.3.2.5 Vehicle handling & ecological driving

Basic requirements

When speed adjustments are necessary, braking and acceleration are performed in a timely and appropriate manner, and gear changes are performed smoothly. The candidate performs turning with smooth and fluid steering.

Variations according to specifics of the situation subclasses
When waiting at an intersection with traffic lights, the applicant can turn off the engine.

Evaluation of the driving sub-task
Above-average performance:

- Complex vehicle operation in an unexpected and/or complex traffic situation
- Switching off the engine at the start of a red light phase, and fast, safe preparation and start-up at the green light

Slight errors:

- Jerky braking
- No practical steering wheel position
- "Angular" steering movements
- Stalling the engine
- Slight rolling back of the vehicle
    - Less than approx. 50 cm
- No shutdown of the engine during longer waiting
    - e.g. In the case of a traffic jam at an intersection
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is carried out insecurely, and is accompanied by increased distraction
- Lack of acceleration due to incorrect gear selection
    - e.g. Shifting into too high a gear when starting off

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights
- Significant rolling back of the vehicle
    - More than approx. 50 cm
- Extreme delay due to incorrect gear selection
    - e.g. Shifting back to first gear at 30 kph

4.4 Entering moving traffic

4.4.1 General description

4.4.1.1 Definition

This sub-task involves traffic situations in which the applicant wants to drive onto the road from a piece of property, from a pedestrian zone (sign 242.2), or from a traffic-calmed area (sign 325.2). Also included are traffic situations in which the applicant wants to drive onto the roadway from

other parts of the roadway (e.g. parking lanes next to the roadway, parking spaces or shoulder) or across a lowered curb.

4.4.1.2 Basic action algorithm

- Early recognition and observance of environment that the vehicle is about to enter (e.g., traffic signs and/or traffic devices, structural measures such as a lowered curb)
- Early and repeated observation of the traffic situation and estimation of its development
- Assessing the traffic situation when driving in
- Checking which priority rule applies
- Checking whether the traffic situation permits safe entry
- If necessary, activate the turn signal in time
- Adjusting speed and vehicle positioning to the traffic situation
- Driving in considering the relevant priority rule
- Checking whether the turn signal is switched off after driving maneuver

4.4.1.3 Situation subclasses to be distinguished

- None

4.4.2 What is expected of the applicant in relation to the different observation categories?

4.4.2.1 Traffic monitoring

Basic requirements
The applicant observes the situation early on and repeatedly when entering moving traffic. In doing so, they recognize hints of a necessary merge (e.g. traffic signs and/or traffic devices, lowered curb), and the applicable priority rule. The applicant observes the other — especially more vulnerable — traffic participants (e.g. pedestrians, children, cyclists). The applicant recognizes whether they can enter or whether they would block the intersection/junction. In doing so, they see that the view of other drivers could be obscured. In addition, they check the traffic behind via the mirrors; if necessary, they check the blind spot.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Early detection of and safe response to a police officer directing traffic despite an intact traffic signal

Slight errors:

- Failure to identify sufficiently large gaps
    - Depending on visibility, road conditions, and differential speeds

Serious errors (immediate failure):

- Inadequate traffic monitoring
    - e.g. Cursory observation of traffic participants with right-of-way
- Insufficient observation of right-of-way, or priority regulations
    - e.g.Delay of a vehicle with the right-of-way required
- Failure to observe traffic signs and/or traffic devices
- Failure to observe the right-of-way or priority rule
    - e.g. Very significant deceleration of oncoming traffic with right-of-way required
- Failure to observe regulation signs
- Lack of traffic monitoring

4.4.2.2 Vehicle positioning

Basic requirements
The applicant arranges themself as far as possible and/or necessary when entering. They stop in good time so that all traffic participants with the right-of-way are not obstructed. The applicant keeps a sufficient, safe distance from other traffic participants, structural facilities, and obstacles/objects.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:
- Expedient and safe positioning to provide a clear path for emergency vehicles (blue lights and emergency horn) in heavy traffic conditions
- Immediate safe positioning due to unexpected behavior or behavior contrary to traffic regulations of other traffic participants

Slight errors:
- Avoidable obstruction of a bike lane or sidewalk
- Avoidable entry into traffic, although it could be predicted that the entry could not be completed
- Slight undercutting of the safety distance to the front of other road users with prompt correction.
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic.
    - Shortening the safety distance may be permissible, for example, in dense or slow-moving traffic.
    - An increase in the safety distance is necessary, for example, in poor visibility, weather, or road conditions
        - e.g. In the event of unsafe driving by a vehicle in front

Serious errors (immediate failure):
- Avoidable crossing of the lane line
- Avoidable driving over a curb

- Avoidable obstruction of the target road
- Failure to maintain a safe distance to the side of other traffic participants, structural installations, and obstacles/objects
    - The safety distance to the side at 50 kph is at least 1 m.
    - Increase by 10 cm per 10 kph
    - Exceptions: Single-track vehicles (min. 1.5 m) and pedestrians (min. 1.5 m). If it is only possible to pass with a smaller side distance than prescribed, the speed must be reduced accordingly and special care must be obvious.
    - A significant increase in the safety distance to the side is required, for example, if a vehicle in front is driving unsafely.
- Slight or significant undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significant shortfall in the safety distance to the front of other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Avoidable lane departure

4.4.2.3 Speed adjustment

Basic requirements
The applicant adapts his speed to the road, traffic, visibility, and weather conditions as well as the vehicle characteristics in such a way that they can stop in time if necessary. In the event of severely restricted visibility, the applicant feels their way forward.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Immediate safe speed adjustment due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants

Slight errors:

- Excessively hesitant start-up

Serious errors (immediate failure):

- Inadequate speed adjustment to traffic conditions
    - e.g. Other road users are hindered by excessively slow driving.
- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics

4.4.2.4 Communication

Basic requirements

The applicant clearly announces their intention to enter traffic in good time and, if necessary, uses the turn signal. They pay attention to signals, signs (e.g. sound or light signals) and the behavior of other traffic participants, and demonstrate with clear eye contact that they are aware of other traffic participants. In difficult and ambiguous traffic situations, they try to communicate with other drivers.

Variations according to specifics of the situation subclasses

No special variations.

Evaluation of the driving sub-task

Above-average performance:

- Correct communication in the event of an unexpected and/or complex traffic situation

Slight errors:

- Incorrect signal/sign
    - e.g. Entering traffic without necessary turn signal
- Failure to obey reasonable signals, signs and behavior of other traffic participants
    - e.g. The applicant stops when entering from a narrow driveway, although a traffic participant with right-of-way clearly slows down, and indicates intent by flashing and hand signals that they want to enter the driveway.

Serious errors (immediate failure):

- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

4.3.2.5 Vehicle handling & ecological driving

Basic requirements

When speed adjustments are necessary, braking and acceleration are performed in a timely and appropriate manner, and gear changes are performed smoothly. The candidate performs turning with smooth and fluid steering.

Variations according to specifics of the situation subclasses

No special variations.

Evaluation of the driving sub-task

Above-average performance:

- Complex vehicle operation in an unexpected and/or complex traffic situation

Slight errors:

- Jerky braking
- No practical steering wheel position
- "Angular" steering movements
- Stalling the engine
- Slight rolling back of the vehicle
    - Less than approx. 50 cm
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is carried out insecurely, and is accompanied by increased distraction
- Lack of acceleration due to incorrect gear selection
    - e.g. Shifting into too high a gear when starting off

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights
- Significant rolling back of the vehicle
    - More than approx. 50 cm
- Extreme delay due to incorrect gear selection
    - e.g. Shifting down to first gear at 30 kph

5. Traffic circles[4]

5.1 Traffic circles

5.1.1 General description

5.1.1.1 Definition

This driving task involves traffic situations in which the candidate, who has right-of-way, enters a circular roadway that other roads also enter (§8 Para.1a StVO). They have the possibility to choose from several exit options.

5.1.1.2 Basic action algorithm

- Checking the right-of-way/priority situation when approaching
- Check whether the traffic situation allows you to drive in
- Early and repeated observation of the traffic situation and estimation of its development
- Adjusting the speed
- Entering the traffic circle to the right
- Driving on the circular roadway
- Indicate leaving the traffic circle
- Respecting the right-of-way of other drivers when leaving the traffic circle
- Check that the blinker is turned off

5.1.1.3 Situation subclasses to be distinguished

- With one lane
- With multiple lanes

5.1.2 What is expected of the applicant in relation to the different observation categories?

5.1.2.1 Traffic monitoring

Basic requirements
The candidate recognizes the course of the road and observes the general traffic situation as well as the traffic in front and behind. The candidate observes the other — especially more vulnerable — traffic participants (e.g. pedestrians, children, cyclists). Likewise, the applicant notices the traffic participants with right-of-way in the traffic circle. Before entering the traffic circle, the candidate checks the traffic behind and to the side and, if necessary, the blind spot. In the traffic circle, the candidate looks for their exit, and checks the driving behavior of the vehicles in the

[4] Also called ‘roundabouts’

circle as well as those exiting or entering. To exit, the candidate checks the traffic behind and to the side and, if necessary, the blind spot. They also heed road users with the right-of-way.

Variations according to specifics of the situation subclasses
At a traffic circle with several lanes, the candidate intensifies their traffic observation. When changing lanes, the candidate checks the traffic behind and to the side.

Evaluation of the driving sub-task
Above-average performance:
- Knowing the correct traffic route in the case of ambiguous traffic routing and reacting to it safely
- Recognizing surprising and/or dangerous driving maneuvers of other traffic participants and reacting safely to them

Slight errors:
- Failure to recognize one's own right-of-way/priority
- Failure to identify sufficiently large gaps
    - Depending on visibility, road conditions, and differential speeds

Serious errors (immediate failure):
- Inadequate traffic monitoring
    - e.g. Cursory observation of traffic in traffic circle
- Insufficient observance of right-of-way or priority regulations
    - e.g. Delay of a vehicle with the right-of-way
- Failure to observe the right-of-way or priority rule
    - e.g. Very significant deceleration of a vehicle with right-of-way
- Failure to observe regulation signs
- Lack of traffic monitoring
    - e.g. Failure to check traffic at traffic circle

5.1.2.2 Vehicle positioning

Basic requirements
The candidate enters the traffic circle in their lane, keeping a sufficient safe distance from other traffic participants, structural installations, and obstacles/objects. The candidate pays attention to the lane markings.

Variations according to specifics of the situation subclasses
As they enter a traffic circle with multiple lanes, the applicant selects the lane they need to use. If necessary, the applicant changes lanes in time to exit the traffic circle.

Evaluation of the driving sub-task
Above-average performance:
- Immediate safe positioning due to sudden and significant undercutting of distance by other drivers

Slight errors:
- Uncertainty when staying in the lane

- Avoidable crossing of the lane line
- Avoidable crossing of the center island
- Avoidable failure to keep within the lane
- Avoidable obstruction of a bike lane or sidewalk
- Slight undercutting of the safety distance to the front of other road users with prompt correction.
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic.
    - Shortening the safety distance may be permissible, for example, in dense or slow-moving traffic.
    - An increase in the safety distance is necessary, for example, in poor visibility, weather, or road conditions
        - e.g. In the event of unsafe driving by a vehicle in front

Serious errors (immediate failure):

- Avoidable crossing of the lane line
- Avoidable driving over a curb
- Failure to maintain a safe distance to the side of other traffic participants, structural installations, and obstacles/objects
    - The safety distance to the side at 50 kph is at least 1 m.
    - Increase by 10 cm per 10 kph
    - Exceptions: Single-track vehicles (min. 1.5 m) and pedestrians (min. 1.5 m). If it is only possible to pass with a smaller side distance than prescribed, the speed must be reduced accordingly and special care must be obvious.
    - A significant increase in the safety distance to the side is required, for example, if a vehicle in front is driving unsafely.
- Slight or significant undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significant shortfall in the safety distance to the front of other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic

    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Using a directional lane that specifies a different direction
- Driving in the traffic circle against the prescribed driving direction

5.1.2.3 Speed adjustment

Basic requirements
The candidate checks the maximum permitted speed and adapts their speed to the road, traffic, visibility, and weather conditions, as well as the vehicle characteristics. They approach the traffic circle at a moderate speed, and drive into it, taking into account the traffic participants who have the right-of-way. They adapt their speed to the size of the circle.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Immediate safe speed adjustment due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants

Slight errors:

- Failure to brake
    - Brake readiness must be established in time so that a stop (with a delay customary for traffic) is possible at any point
        - e.g. To grant the right-of-way to those who have right-of-way
- Excessively hesitant approach to the traffic circle
- Inadequate speed adjustment to traffic conditions with timely correction
    - e.g. Other traffic participants are stopped by excessively slow driving
    - Prompt correction is when a required speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to road, visibility, and weather conditions, as well as vehicle characteristics with timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

Serious errors (immediate failure):

- Braking in a way that is not usual in traffic (disproportional to what is needed to reach a certain speed)
- Inadequate speed adjustment to traffic conditions without timely correction
    - e.g. Other road users are hindered by excessively slow driving.
    - A prompt correction is present if a required speed adjustment is made within 3 seconds after the merging process has been completed.

- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics without timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.
- Exceeding the speed limit with or without timely correction
    - Within built-up areas, more than 5kph
    - Outside built-up areas, more than 10kph
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

5.1.2.4 Communication

Basic requirements
To enter the traffic circle, the candidate pays particular attention to signals, signs (e.g. sound or light signals), and the behavior of other road users. In difficult and ambiguous traffic situations, they try to communicate with other traffic participants. The candidate indicates leaving the traffic circle in good time by using the turn signal.

Variations according to specifics of the situation subclasses
At a traffic circle with several lanes, the applicant uses the turn signal in good time before changing lanes. If necessary, they make eye contact with other drivers in the target lane.

Evaluation of the driving sub-task
Above-average performance:
- None

Slight errors:
- Incorrect signal/sign
    - e.g. Flashing when entering, or lack of signaling when leaving the traffic circle
- Failure to obey reasonable signals, signs and behavior of other traffic participants
    - e.g. The applicant stops before entering the traffic circle, although someone coming from the left clearly slows down and indicates by flashing that they want to turn right

Serious errors (immediate failure):
- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

5.1.2.5 Vehicle handling & ecological driving

Basic requirements
When driving in the traffic circle, as well as when entering and leaving, the candidate steers smoothly and fluently. When making necessary speed adjustments, braking and acceleration are performed in a timely and appropriate manner, and gear changes are performed fluidly.

Variations according to specifics of the situation subclasses

In the case of a lane change in a traffic circle with multiple lanes, the applicant steers smoothly and fluidly..

Evaluation of the driving sub-task

Above-average performance:

- Complex vehicle operation in an unexpected and/or complex traffic situation

Slight errors:

- Jerky braking
- No practical steering wheel position
- "Angular" steering movements
- Stalling the engine
- Slight rolling back of the vehicle
    - Less than approx. 50 cm
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is carried out insecurely, and is accompanied by increased distraction
- Lack of acceleration due to incorrect gear selection
    - e.g. Shifting into too high a gear when driving into the circle

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights
- Significant rolling back of the vehicle
    - More than approx. 50 cm

6. Train crossings

6.1 Approaching & crossing train tracks

6.1.1 General description

6.1.1.1 Definition

This sub-task involves traffic situations where the candidate approaches and crosses train tracks.

6.1.1.2 Basic action algorithm

- Recognize and heed indications that signal a railroad crossing
- Checking the ban on overtaking, as well as traffic and light signals
- Early and repeated checking of the traffic situation and estimation of its development
- Adjusting speed
- Check whether a train is approaching, wait in front of the crossing, if necessary
- Check whether there is sufficient space on the other side of the crossing
- Crossing the train tracks without stopping

6.1.1.3 Situation subclasses to be distinguished

- Standard railroad crossing
- Railroad crossing with special features
    - e.g. Port areas, railroad attendant

6.1.2 What is expected of the applicant in relation to the different observation categories?

6.1.2.1 Traffic monitoring

Basic requirements
The candidate first recognizes that they are approaching a railroad crossing. The candidate knows the meaning of the traffic signs and, if necessary, light signals, and behaves accordingly. The candidate observes other — especially more vulnerable — traffic participants (e.g. pedestrians, children, cyclists). The candidate checks the crossing as early as possible by looking left and right in order to catch the approach of a rail vehicle. Before crossing, the applicant ensures that there is sufficient space for them behind the railroad crossing.

Variations according to specifics of the situation subclasses
When driving into a port or industrial area, the applicant recognizes (because of signage) that trains have priority. In the case of a railroad crossing in such an area, the applicant recognizes it

solely by means of the tracks, since there is no crossing sign present. If there is a railroad employee at the crossing, the applicant recognizes and pays attention to them early on.

Evaluation of the driving sub-task

Above-average performance:

- Recognizing surprising and/or dangerous driving maneuvers of other traffic participants and reacting safely to them

Slight errors:

- None

Serious errors (immediate failure):

- Inadequate traffic monitoring
    - e.g. Cursory observation of traffic to the side and rear
- Insufficient observance of right-of-way or priority regulations
- Failure to observe regulation signs
- Failure to observe light signals or signs of a railroad attendant
- Lack of traffic monitoring

6.1.2.2 Vehicle positioning

Basic requirements

The applicant keeps a sufficient safe distance from other traffic participants, structural installations, and obstacles/objects. When approaching a railroad crossing, they remain in their lane and do not overtake. If a train is announced or approaching, they stop in front of the crossing sign or at the stop line, if present. The same applies when traffic is at a standstill. The applicant crosses the train tracks without blocking them. If the applicant waits, they use the road space in such a way that other traffic participants are not obstructed.

Variations according to specifics of the situation subclasses

No special variations.

Evaluation of the driving sub-task

Above-average performance:

- None

Slight errors:

- Uncertainty when staying in the lane
- Avoidable obstruction of a converging road while waiting in front of the railroad crossing
- Avoidable driving on the crossing, although it could be seen beforehand that the crossing was not possible
- Slightly crossing the stop line
    - e.g. The vehicle overhangs the stop line, but the front wheels still come to a stop in front of or on the line.
- Slight undercutting of the safety distance to the front of other road users with prompt correction.
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.

    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic.
    - Shortening the safety distance may be permissible, for example, in dense or slow-moving traffic.
    - An increase in the safety distance is necessary, for example, in poor visibility, weather, or road conditions
        - e.g. In the event of unsafe driving by a vehicle in front

Serious errors (immediate failure):

- Avoidable crossing of the lane line
- Significantly crossing the stop line
    - e.g. The front wheels do not come to a stop until after the line.
- Failure to maintain a safe distance to the side of other traffic participants, structural installations, and obstacles/objects
    - The safety distance to the side at 50 kph is at least 1 m.
    - Increase by 10 cm per 10 kph
    - Exceptions: Single-track vehicles (min. 1.5 m) and pedestrians (min. 1.5 m). If it is only possible to pass with a smaller side distance than prescribed, the speed must be reduced accordingly and special care must be obvious.
    - A significant increase in the safety distance to the side is required, for example, if a vehicle in front is driving unsafely.
- Slight or significant undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significant shortfall in the safety distance to the front of other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Stopping on the railroad tracks
- Failure to recognize that overtaking is forbidden at the crossing

6.1.2.3 Speed adjustment

Basic requirements
The candidate checks the maximum permitted speed and adapts their speed to the road, traffic, visibility, and weather conditions, as well as the vehicle characteristics. They approach the railroad crossing at a moderate speed, and stop if necessary. To cross the train tracks, the candidate selects their speed so that they can cross it safely.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Immediate safe speed adjustment due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants

Slight errors:

- None

Serious errors (immediate failure):

- Failure to brake
- Braking in a way that is not usual in traffic (disproportional to what is needed to reach a certain speed)
- Inadequate speed adjustment to traffic conditions
- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics without timely correction
- Exceeding a moderate speed
    - Moderate speed is not observed if the obligation to wait can no longer be fulfilled by appropriate braking.

6.1.2.4 Communication

Basic requirements
The candidate pays attention to signals, signs (e.g. sound and light signs), and behavior of other traffic participants. In difficult and ambiguous traffic situations, they try to communicate with other traffic participants.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Opening the window at unsecured and less obvious railroad crossings in order to better see signals

Slight errors:

- Incorrect signal/sign
- Failure to obey reasonable signals, signs and behavior of other traffic participants

Serious errors (immediate failure):

- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

6.1.2.5 Vehicle handling & ecological driving

Basic requirements

If it becomes necessary to stop before a railroad crossing, the applicant brakes to a standstill in good time, and switches off the engine if a longer stop is foreseeable. When speed adjustments are necessary, braking and acceleration are performed in a timely and appropriate manner, and gear changes are done smoothly. Necessary steering movements are done smoothly and fluidly. When waiting in front of a railroad crossing, the applicant ensures that other traffic participants are not blinded.

Variations according to specifics of the situation subclasses

No special variations.

Evaluation of the driving sub-task

Above-average performance:

- Complex vehicle operation in an unexpected and/or complex traffic situation

Slight errors:

- Jerky braking
- No practical steering wheel position
    - e.g. Sufficient control of steering temporarily missing, although it could have been avoided
- Stalling the engine
- No turning off the engine during longer stops
    - e.g. When the crossing barriers are closed
- Slight rolling back of the vehicle
    - Less than approx. 50 cm
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is carried out insecurely, and is accompanied by increased distraction
- Lack of acceleration due to incorrect gear selection
    - e.g. Shifting into too high a gear when starting

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights
- Significant rolling back of the vehicle
    - More than approx. 50 cm
- Blinding of other traffic participants

6.2 Approaching trams and/or tram tracks

6.2.1 General description

6.2.1.1 Definition

This sub-task involves traffic situations where the candidate encounters a tram on a road and either drives next to it, overtakes it, is overtaken by it, or crosses the tracks (except for stops, see driving task 7).

6.2.1.2 Basic action algorithm

- Recognize and heed indications of possible tram traffic
- Early and repeated checking of the traffic situation and estimate its development
- Check whether a tram can be detected
- Adjusting speed to the traffic environment and the task requirement at hand (approaching, overtaking, or being overtaken)
- Check whether it is possible to cross the tram, drive alongside it, or overtake it without danger, taking into account the required safety distances, or whether the tram can continue to travel unobstructed
- Crossing, side-by-side driving, or overtaking the tram, or allowing the tram to overtake

6.2.1.3 Situation subclasses to be distinguished

- None

6.2.2 What is expected of the applicant in relation to the different observation categories?

6.2.2.1 Traffic monitoring

Basic requirements
The candidate first recognizes that tracks or traffic signs indicate tram traffic, or that a tram can be seen or heard. The candidate observes other — especially more vulnerable — traffic participants (e.g. pedestrians, children, cyclists). They pay attention to the course of the track and also observe the traffic using mirrors. In addition, they recognize where the tram is moving, or can move. They recognize whether the tram is given priority by traffic signs and/or light signals.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Recognize and safely respond to particularly critical tram-specific danger spots

Slight errors:

- None

Serious errors (immediate failure):

- Inadequate traffic monitoring
    - e.g. Cursory observation of traffic to the side and rear
    - e.g. Cursory glance to check the course of the tracks
- Insufficient observance of or failure to follow right-of-way or priority regulations
    - e.g. Delay required for a tram with right-of-way
    - e.g. Very significant delay of the tram with right-of-way required
- Failure to observe regulation signs
- Failure to observe traffic lights
- Lack of traffic monitoring
    - e.g. Lack of observation of the tracks
    - e.g. No side and rear observation, also of non-tram traffic

6.2.2.2 Vehicle positioning

Basic requirements

The applicant keeps a sufficient safety distance to other traffic participants, structural facilities, and obstacles/objects. If it is possible to overtake the tram, this is usually done on the right. Overtaking on the left is permitted in one-way streets, or if the tracks are too far to the right. If a tram is approaching, the applicant must position the vehicle as far away as possible so that it can continue unobstructed.

Variations according to specifics of the situation subclasses

No special variations.

Evaluation of the driving sub-task

Above-average performance:

- Immediate safe positioning due to unexpected behavior or behavior contrary to traffic regulations from other traffic participants

Slight errors:

- Uncertainty when staying in the lane
- Not overtaking, although it would have been permissible, safe, and secure over a longer distance
- Slight undercutting of the safety distance to the front of other road users with prompt correction.
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic.
    - Shortening the safety distance may be permissible, for example, in dense or slow-moving traffic.
    - An increase in the safety distance is necessary, for example, in poor visibility, weather, or road conditions
        - e.g. In the event of unsafe driving by a vehicle in front

Serious errors (immediate failure):

- Avoidable obstruction of other traffic participants
- Avoidable crossing of the lane line
- Avoidable crossing of the boundary line to the tracks
- Avoidable lane change onto tram tracks although a tram is approaching
- Failure to maintain a safe distance to the side of other traffic participants, structural installations, and obstacles/objects
    - The safety distance to the side at 50 kph is at least 1 m.
    - Increase by 10 cm per 10 kph
    - Exceptions: Single-track vehicles (min. 1.5 m) and pedestrians (min. 1.5 m). If it is only possible to pass with a smaller side distance than prescribed, the speed must be reduced accordingly and special care must be obvious.
    - A significant increase in the safety distance to the side is required, for example, if a vehicle in front is driving unsafely.
- Slight or significant undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significant shortfall in the safety distance to the front of the tram, or to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Overtaking despite unclear traffic situation

6.2.2.3 Speed adjustment

Basic requirements

The candidate checks the maximum permitted speed and adapts their speed to the road, traffic, visibility, and weather conditions, as well as the vehicle characteristics. They catch up with the tram while maintaining the maximum speed. The tram is overtaken with a sufficient difference in speed.

Variations according to specifics of the situation subclasses

No special variations.

Evaluation of the driving sub-task

Above-average performance:

- Immediate safe speed adjustment due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants

Slight errors:

- Inadequate speed adjustment to traffic conditions with timely correction.
    - e.g. Other traffic participants are blocked by excessively slow driving
    - Prompt correction is when a required speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to road, visibility, and weather conditions, as well as vehicle characteristics with timely correction
    - e.g. If visibility is 50 m due to weather, you must not drive faster than 50 kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

Serious errors (immediate failure):

- Failure to brake
- Braking in a way that is not usual in traffic (disproportional to what is needed to reach a certain speed)
- Inadequate speed adjustment to traffic conditions without timely correction
    - e.g. Other traffic participants are blocked by excessively slow driving
    - Prompt correction is when a required speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics without timely correction
    - e.g. If visibility is 50 m due to weather, you must not drive faster than 50 kph. If visibility is less than 50 m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.
- Exceeding the speed limit with or without timely correction
    - Within built-up areas, more than 5kph
    - Outside built-up areas, more than 10kph
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.
- Accelerating while being overtaken

6.2.2.4 Communication

Basic requirements

The candidate pays attention to signals, signs (e.g. sound and light signs), and behavior of other traffic participants. In particular, they pay attention to signals from the tram and behave accordingly. In difficult and ambiguous traffic situations, they try to communicate with other traffic participants.

Variations according to specifics of the situation subclasses

No special variations.

Evaluation of the driving sub-task

Above-average performance:

- None

Slight errors:

- Incorrect signal/sign
- Failure to obey reasonable signals, signs and behavior of other traffic participants
    - e.g. Applicant does not respond to a sound signal (horn) from the tram

Serious errors (immediate failure):

- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

6.2.2.5 Vehicle handling & ecological driving

Basic requirements

When speed adjustments are necessary, braking and acceleration are performed in a timely and appropriate manner, and gear shifts are done smoothly. Necessary steering movements are performed smoothly and fluidly.

Variations according to specifics of the situation subclasses

No special variations.

Evaluation of the driving sub-task

Above-average performance:

- Complex vehicle operation in an unexpected and/or complex traffic situation

Slight errors:

- Selecting the wrong gear
    - e.g. Driving in the wrong speed range, environmental aspect
- Jerky braking
- No practical steering wheel position
- “Angular” steering movements
- Stalling the engine
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is carried out insecurely, and is accompanied by increased distraction
- Lack of acceleration due to incorrect gear selection
    - e.g. Shifting into too high a gear when overtaking a tram

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights

7. Bus/tram stops, pedestrian crossings

7.1 Approaching & passing bus/tram stops

7.1.1 General description

7.1.1.1 Definition

This sub-task involves traffic situations where the candidate approaches and passes a stop (sign 224) for buses or trams.

7.1.1.2 Basic action algorithm

- Recognize and follow cues that announce a stop (e.g. traffic signs)
- Recognition of the stop area
- Early and repeated checking of the traffic situation and estimation of its development
- Checking whether a regular bus, a marked school bus, or a tram is in or approaching the stop area, and/or whether there are pedestrians in the stop area
- Reduce speed if necessary
- Increased observation of the traffic area
- Check whether passing is possible safely and without obstruction
- Passing at an adapted speed with sufficient safety distance

7.1.1.3 Situation subclasses to be distinguished

- Stop (sign 224) approached or stopped at by a regular bus/marked school bus without flashing warning lights, or by a tram (including no motor vehicle in the stop area)
- Stop (sign 224) approached or stopped at by a regular bus/marked school bus with hazard lights

7.1.2 What is expected of the applicant in relation to the different observation categories?

7.1.2.1 Traffic monitoring

Basic requirements
The candidate observes other — especially more vulnerable — traffic participants (e.g. pedestrians, children, cyclists). The applicant carefully observes whether a regular bus, a marked school bus, or a tram is approaching, stopping at, or about to depart from the stop. They check the stop area and see if pedestrians might step into or are walking on the road. This also applies if a bus/tram is in oncoming traffic on the same road. The applicant checks whether a bus indicates its departure by flashing its lights.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Recognize and safely respond to unexpected, or dangerous situations that occur around the stop

Slight errors:

- None

Serious errors (immediate failure):

- Inadequate traffic monitoring
    - e.g. Cursory observation of rear traffic
- Insufficient observance of right-of-way or priority regulations
    - e.g. Insufficient attention to an approaching bus
- Failure to observe the priority rule
    - e.g. Failure to heed an approaching bus
- Failure to observe regulation signs
- Lack of traffic monitoring
    - e.g. Lack of passenger observation

7.1.2.2 Vehicle positioning

Basic requirements
The applicant keeps a sufficient safe distance from other traffic participants, structural installations, and obstacles/objects. If passengers board or alight in the stop area, they may only pass at such a distance that any danger is ruled out. Pedestrians must not be obstructed. If necessary, the applicant must wait. This also applies if the bus/tram is in oncoming traffic in the same lane. If a bus has set its turn signal to the left, the applicant waits to allow it to depart.

Variations according to specifics of the situation subclasses
If a public bus or marked school bus with hazard lights is approaching a bus stop directly in front of the applicant, the applicant may not overtake the bus. Only when the bus has stopped may the applicant pass at a walking speed.

Evaluation of the driving sub-task
Above-average performance:

- Keeping the stop area clear in the event of a visible build-up of traffic and an approaching tram/bus

Slight errors:

- Uncertainty when staying in the lane
- Avoidable obstruction of other traffic participants
- Slight undercutting of the safety distance to the front of other road users with prompt correction.
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.

    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic.
    - Shortening the safety distance may be permissible, for example, in dense or slow-moving traffic.
    - An increase in the safety distance is necessary, for example, in poor visibility, weather, or road conditions
        - e.g. In the event of unsafe driving by a vehicle in front

Serious errors (immediate failure):

- Avoidable obstruction of the entry/exit of the bus/tram
- Avoidable crossing of the lane line
- Failure to maintain a safe distance to the side of stopping buses/trams, or other traffic participants
    - For stopping buses/trams at designated stops, the safety distance to the side is at least 2 meters.
    - If it is only possible to pass with a smaller lateral distance, the speed must be reduced and special care must be apparent.
- Slight or significant undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significant shortfall in the safety distance to the front of other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Overtaking a bus approaching a stop with hazard lights on

7.1.2.3 Speed adjustment

Basic requirements

The applicant always passes public transport stops (sign 224) at an appropriate speed. The applicant carefully passes scheduled buses, marked school buses, or trams that stop at an appropriate speed, and are ready to brake. This also applies if the bus/tram is in oncoming traffic on the same road. The applicant observes the maximum permitted speed, and adapts their speed

to the road, traffic, visibility, and weather conditions as well as the vehicle characteristics. When passengers are boarding or disembarking, the applicant must pass on the right at a walking speed only, so that there is no danger to passengers. If necessary, the applicant must wait. The speed shall be such as to allow the bus to depart from the stop, and if necessary, wait.

Variations according to specifics of the situation subclasses
When public buses or marked school buses stop with their hazard lights on, they may pass at no more than a walking speed. This also applies when buses stop in oncoming traffic on the same road.

Evaluation of the driving sub-task
Above-average performance:

- Immediate safe speed adjustment due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants

Slight errors:

- None

Serious errors (immediate failure):

- Failure to brake
- Braking in a way that is not usual in traffic (disproportional to what is needed to reach a certain speed)
- Inadequate speed adjustment to traffic conditions
    - e.g. In the event of a necessary delay
    - e.g. Due to passengers suddenly stepping into the road, this would not be possible in a suitable manner
- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics
- Slightly or significantly exceeding the passing speed for buses with hazard lights on (speed above 20 kph)

7.1.2.4 Communication

Basic requirements
The candidate pays attention to signals, signs (e.g. sound or light signals) and the behavior of other traffic participants. In particular, they pay attention to the signals of public buses, marked school buses, and trams, and make eye contact with passengers boarding and disembarking. In difficult and ambiguous traffic situations, they try to communicate with other traffic participants.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- The applicant signals to a bus driver that they will allow them to leave the bus stop area

Slight errors:

- Incorrect signal/sign

- Failure to obey reasonable signals, signs and behavior of other traffic participants

Serious errors (immediate failure):

- Requesting a waiting person to enter the road
- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

7.1.2.5 Vehicle handling & ecological driving

Basic requirements

When speed adjustments are necessary, braking and acceleration are performed in a timely and appropriate manner, and shifting gears is done smoothly. Necessary steering movements are performed smoothly and fluidly.

Variations according to specifics of the situation subclasses

No special variations.

Evaluation of the driving sub-task

Above-average performance:

- Complex vehicle operation in an unexpected and/or complex traffic situation

Slight errors:

- Jerky braking
- “Angular” steering movements
- No practical steering wheel position
- Stalling the engine
- No turning off the engine during longer stops
- Slight rolling back of the vehicle
    - Less than approx. 50 cm
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is carried out insecurely, and is accompanied by increased distraction
- Lack of acceleration due to incorrect gear selection
    - e.g. Shifting into too high a gear when starting

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights
- Significant rolling back of the vehicle
    - More than approx. 50 cm

7.2 Approaching & crossing crosswalks

7.2.1 General description

7.2.1.1 Definition

This sub-task involves traffic situations where the candidate approaches and crosses a crosswalk (sign 293) for pedestrians and for wheelchair users (hereinafter referred to as pedestrians) within built-up areas. Increasingly, non-priority traffic participants (skaters, cyclists, etc.) also use the crosswalk.

7.2.1.2 Basic action algorithm

- Recognize and obey signs that indicate a crosswalk (e.g. traffic signs)
- Recognizing the crosswalk
- Early and repeated checking of the traffic situation and estimating its development
- Observing the ban on overtaking at crosswalks
- Check whether pedestrians or other non-priority traffic participants are on or at the crosswalk, or want to use it in a suitable way
- If necessary, approach at a moderate speed
- If necessary, approach ready to brake, stop if necessary, and wait
- Check whether the situation allows you to continue driving
- Cross the crosswalk

7.2.1.3 Situation subclasses to be distinguished

- None

7.2.2 What is expected of the applicant in relation to the different observation categories?

7.2.2.1 Traffic monitoring

Basic requirements
The candidate observes other — especially more vulnerable — traffic participants (e.g. pedestrians, children, cyclists). The candidate recognizes that there is a crosswalk; In the dark they recognize this, if necessary, by means of special lighting. When approaching, they carefully observe the crosswalk as well as its surroundings, in particular waiting pedestrians or pedestrians approaching the crosswalk.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Recognize and safely respond to unexpected, or dangerous situations that occur in the crosswalk area

Slight errors:

- Insufficient observation of traffic to the rear

Serious errors (immediate failure):

- Insufficient compliance with the priority rule
    - e.g. Delaying a pedestrian with right-of-way
- Insufficient observation of pedestrians in the vicinity of the crosswalk
- Failure to observe the priority rule*.
    - e.g. Very abrupt stopping of a pedestrian with the right of way
    - e.g. Crossing without adjusting speed, not being ready to brake, and without observing the crosswalk and its environment
- Failure to observe regulation signs
- Lack of traffic monitoring

7.2.2.2 Vehicle positioning

Basic requirements

The applicant maintains sufficient safe distance from other traffic participants, structural facilities and obstacles/objects. If pedestrians want to use the crosswalk, the applicant waits in front of the crosswalk. They continue to drive with sufficient safety distance to pedestrians. If traffic is at a standstill, the crosswalk may not be used by the applicant if they would need to wait on top of it. An overtaking maneuver must be done before the crosswalk.

Variations according to specifics of the situation subclasses

No special features.

Evaluation of the driving sub-task

Above-average performance:

- None

Slight errors:

- Slight undercutting of the safety distance to the front of other road users with prompt correction.
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic.
    - Shortening the safety distance may be permissible, for example, in dense or slow-moving traffic.
    - An increase in the safety distance is necessary, for example, in poor visibility, weather, or road conditions
        - e.g. In the event of unsafe driving by a vehicle in front

Serious errors (immediate failure):

- Avoidable crossing of the lane line
- Avoidable blocking of the crosswalk

    - e.g. In slow traffic, the applicant comes to a stop on top of the crosswalk
- Failure to maintain a safe distance to the side of other traffic participants
    - The lateral safety distance to pedestrians is at least 1.5 m.
    - If it is only possible to pass with a smaller distance than the prescribed one, the speed must be reduced accordingly, and special care must be apparent.
- Slight or significant undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significant shortfall in the safety distance to the front of other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Failure to obey the no-passing sign when approaching a pedestrian crossing

7.2.2.3 Speed adjustment

Basic requirements

The applicant observes the maximum permitted speed, and adapts their speed to the road, traffic, visibility, and weather conditions as well as the vehicle characteristics. If pedestrians recognizably want to enter the crosswalk, or are already on it, the applicant must approach at a moderate speed and, if necessary, be prepared to brake so that they can stop safely at any time. If necessary, the applicant must stop and wait.

Variations according to specifics of the situation subclasses

No special variations

Evaluation of the driving sub-task

Above-average performance:

- Immediate safe speed adjustment due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants

Slight errors:

- None

Serious errors (immediate failure):

- Failure to brake
- Braking in a way that is not usual in traffic (disproportional to what is needed to reach a certain speed)
- Inadequate speed adjustment to traffic conditions
- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics
- Exceeding a moderate speed
    - Moderate speed means that it is possible to stop at any time without causing danger
    - Inside built-up areas, moderate speed is 10–30 kph
    - Outside built-up areas, moderate speed is less than 50 kph

7.2.2.4 Communication

Basic requirements

The applicant pays attention to signals, signs (e.g. sound or light signs), and the behavior of other traffic participants. They indicate to pedestrians by driving clearly — especially at a moderate speed — that they will allow them to cross the crosswalk. They pay particular attention to signs from pedestrians who could use the crosswalk and make eye contact, if necessary. In difficult and ambiguous traffic situations, they try to communicate with other traffic participants.

Variations according to specifics of the situation subclasses

No special variations.

Evaluation of the driving sub-task

Above-average performance:

- None

Slight errors:

- Incorrect signal/sign
    - e.g. Indicating too late that the pedestrian can cross by reducing speed at the last minute, causing the pedestrian to be unsettled
- Failure to obey reasonable signals, signs and behavior of other traffic participants

Serious errors (immediate failure):

- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

7.2.2.5 Vehicle handling & ecological driving

Basic requirements

When speed adjustments are necessary, braking and acceleration are performed in a timely and appropriate manner, and shifting gears is done smoothly. Necessary steering movements are performed smoothly and fluidly.

Variations according to specifics of the situation subclasses

No special variations.

Evaluation of the driving sub-task

Above-average performance:

- Complex vehicle operation in an unexpected and/or complex traffic situation

Slight errors:

- Jerky braking
- "Angular" steering movements
- No practical steering wheel position
- Stalling the engine
- Slight rolling back of the vehicle
    - Less than approx. 50 cm
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is carried out insecurely, and is accompanied by increased distraction
- Lack of acceleration due to incorrect gear selection
    - e.g. Shifting into too high a gear when starting

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights
- Significant rolling back of the vehicle
    - More than approx. 50 cm

8. Driving straight

8.1 Driving straight

8.1.1 General description

8.1.1.1 Definition

This task involves traffic situations where the candidate drives from the side of or along the road. These are the stretches of road between the individual driving tasks.

8.1.1.2 Basic action algorithm

- Continuous monitoring of the traffic situation, and assessment of its development
- Recognize and observe traffic signs and/or traffic devices
- Adapts speed to the road, traffic, visibility, and weather conditions, as well as the vehicle characteristics in compliance with the speed limit
- Positions according to lane usage regulations
- Sensibly operates the technical equipment of the vehicle in accordance with regulation
- Appropriate vehicle operation
    - e.g. Smooth braking, gear shifting and steering keeping the principles of ecological driving in mind
- Recognizing and observing signals, signs, and behavior or other traffic participants
- Clearly indicating one’s intentions

8.1.1.3 Situation subclasses to be distinguished

- None

8.1.2 What is expected of the applicant in relation to the different observation categories?

8.1.2.1 Traffic monitoring

Basic requirements
The candidate observes the surrounding traffic and drives proactively. In particular, they recognize in a timely manner the course of the road, the edge of the road, traffic signs and/or traffic devices, as well as the condition, width, and slope of the road. The candidate observes other — especially more vulnerable — traffic participants (e.g. pedestrians, children, cyclists). While driving straight, they regularly observe the traffic to the sides and rear via the mirrors.

The candidate takes into account the road, traffic, visibility, and weather conditions; recognizes obstacles in good time and whether animals are on, next to, or approaching the road. They

sufficiently use large gaps in the traffic and, in a timely manner, recognize situations where they need to merge before a lane ends[5]. When approaching from the side of the road, the candidate checks the traffic to the side and rear and, if necessary, they check their blind spot.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Recognition of complicated and unclear traffic signs/facilities as well as road conditions, and reacts safely to them
- Recognize and safely respond to unexpected, or dangerous situations that occur in the crosswalk area
- Early detection of and safe response to animals that unexpectedly enter the road

Slight errors:

- Failure to recognize wayfinding signage
- Late recognition of traffic signs and/or devices
- Late detection of approaching animals
- Failure to recognize large gaps in the traffic when entering from the side of the road
    - Depending on visibility, lane conditions, and differential speeds

Serious errors (immediate failure):

- Inadequate traffic monitoring
    - e.g. Insufficient protection of traffic to the side and/or rear when entering from the side of the road
    - e.g. Cursory side and/or rear traffic monitoring
- Insufficient compliance with the right-of-way rule when entering from the side of the road
    - e.g. Delaying a vehicle with right-of-way
    - e.g. Very significant or general deceleration of a vehicle with right-of-way
- Failure to observe traffic signs and/or devices
- Failure to observe regulation signs
- Failure to observe a red light or corresponding signs by a police officer
    - Outside intersections/junctions
- Lack of traffic monitoring
    - e.g. No monitoring of side and/or rear traffic

8.1.2.2 Vehicle positioning

Basic requirements
The applicant recognizes the rules of the road (e.g. an existing right-side-of-the-road rule, such as when there is an accident on the right side of the road). The applicant maintains sufficient safe distance from other traffic participants, structural facilities and obstacles/objects.

[5] This situation is referred to as “Reißverschlussverfahren” in Germany.

When driving in a lane, they keep steady. If they are overtaken, they allow the person overtaking them to move into their lane. The applicant positions themself in such a way that a merge can safely happen. In the case of yellow lane markings, the applicant positions themself accordingly. On multi-lane highways and roads outside of built-up areas, the applicant remembers to drive at a moderate speed, and in traffic jams leaves room for an “emergency lane”.

Variations according to specifics of the situation subclasses
No special features.

Evaluation of the driving sub-task
Above-average performance:

- In the case of high traffic density, positions themself safely and appropriately to provide a clear path for emergency vehicles (blue light and emergency horn)
- Immediate safe positioning due to others’ unexpected behavior or behavior contrary to traffic regulations
    - e.g. Sudden and significant failure of other traffic participants to maintain a safe distance

Slight errors:

- Uncertainty when staying in a lane
- Avoidable crossing of a lane line
- Avoidable driving on a bike lane
- Does not merge out and back into a lane appropriately[6]
- Failure to comply with the right-side driving rule with prompt correction
- Slight undercutting of the safety distance to the front of other road users with prompt correction.
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic.
    - Shortening the safety distance may be permissible, for example, in dense or slow-moving traffic.
    - An increase in the safety distance is necessary, for example, in poor visibility, weather, or road conditions
        - e.g. In the event of unsafe driving by a vehicle in front

Serious errors (immediate failure):

- Avoidable crossing of the lane line
- Avoidable driving on sidewalks
- Avoidable obstruction of police and emergency vehicles
- Failure to form an emergency lane
- Failure to comply with the right-side driving rule without a prompt correction
    - A prompt correction is when the right-side driving rule is met within 500 m.

[6] Reißschlussverfahren

- Failure to maintain a safe distance to the side of other traffic participants, structural facilities, and obstacles/objects
    - The lateral safety distance at 50 kph is at least 1 m, increased by 10 cm per 10 kph
    - Exceptions:
        - Single-axle vehicles and pedestrians (min. 1.5 m)
        - If it is only possible to pass with a smaller distance than the prescribed one, the speed must be reduced accordingly, and special care must be apparent.
- Slight or significant undercutting of the safety distance to other traffic participants without prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Significant shortfall in the safety distance to the front of other traffic participants with prompt correction
    - Distance to the vehicle in front is less than half and more than a quarter of the speedometer reading in meters with prompt correction.
    - A prompt correction is when the safety distance is adjusted within 3 seconds, and with a delay that is normal for traffic
    - A shortening of the safety distance may be allowed, for example, in dense or slow-moving traffic
    - An increase of the safety distance is necessary, for example, in poor visibility, weather or road conditions (e.g. in the event of unsafe driving by a vehicle in front)
- Avoidable lane departure
- Using the lane of oncoming traffic for no reason

8.1.2.3 Speed adjustment

Basic requirements
The applicant observes the maximum permitted speed, and adapts their speed to the road, traffic, visibility, and weather conditions as well as the vehicle characteristics. The applicant demonstrates that they can also drive at higher speeds, but only at the speed limit. They do not drive slowly without good reason.

Variations according to specifics of the situation subclasses
No special variations

Evaluation of the driving sub-task
Above-average performance:

- Immediate safe speed adjustment due to unexpected behavior, or behavior contrary to traffic regulations by other traffic participants

    - e.g. Sudden strong and safe speed reduction due to an unforeseeable traffic situation, such as oncoming traffic in their own lane or a deer crossing

Slight errors:

- Failure to brake appropriately
- Obstructing traffic to the rear by hesitating to accelerate when starting up
- Driving slowly within a built-up area with no reason
    - e.g. The applicant drives too slowly (even when possible) for the test requirements, thus failing to adequately demonstrate driving competency
- Avoidable undercutting of the minimum speed with a timely correction
    - Driving too slowly when driving over 10 kph
    - A timely correction is when a speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to traffic conditions with a timely correction
    - e.g. Other drivers are blocked by excessively slow driving
    - A timely correction is when a speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to road, visibility, and weather conditions, as well as vehicle characteristics with timely correction
    - e.g. Visibility is 50m due to weather, you must not drive faster than 50kph. If visibility is less than 50m, the speed must be reduced accordingly.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.

Serious errors (immediate failure):

- Braking in a way that is not usual in traffic (disproportional to what is needed to reach a certain speed)
- Driving slowly outside of a built-up area without a valid reason
    - e.g. The applicant drives too slowly (even when possible) according to the test requirements, thus not adequately demonstrating their driving competency. This also applies to the speed limit.
- Avoidable undercutting of the minimum speed without a prompt correction
    - Driving too slowly when driving over 10 kph
    - A timely correction is when a speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to traffic conditions without a timely correction
    - e.g. Other drivers are blocked by excessively slow driving
    - A timely correction is when a speed adjustment is made within 3 seconds.
- Inadequate speed adjustment to road, visibility, and weather conditions as well as vehicle characteristics
    - e.g. If visibility is 50 m due to weather, you must not drive faster than 50 kph. If visibility is less than 50 m, the speed must be reduced accordingly.
    - If a road is so narrow that an oncoming vehicle cannot be passed without danger, the speed must be so that they can stop within at least half of the distance.
    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.
- Exceeding the speed limit with or without timely correction
    - Within built-up areas, more than 5kph
    - Outside built-up areas, more than 10kph

    - Prompt correction is when a speed adjustment is made within 3 seconds and in a manner usual for traffic.
- Accelerating while being overtaken

8.1.2.4 Communication

Basic requirements
The applicant pays attention to signals, signs (e.g. sound or light signs), and the behavior of other traffic participants (e.g. brake lights, headlights). They indicate their intentions in a timely manner and clearly (e.g. signaling in good time), In difficult and ambiguous traffic situations, they try to communicate with other traffic participants.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Turning on the hazard lights in the event of a traffic jam
- Signaling that they are waiving their right-of-way when merging
    - e.g. Through hand signals

Slight errors:

- Incorrect signal/sign
    - e.g. Missing or incorrect flashing when entering from the side of the road
- Failure to obey reasonable signals, signs and behavior of other traffic participants
    - e.g. Insufficient reduction of speed, although the vehicle to the front has its hazard lights on

Serious errors (immediate failure):

- Failure to respond to an approaching vehicle with flashing blue lights and emergency horn

8.1.2.5 Vehicle handling & ecological driving

Basic requirements
The applicant sensibly and efficiently uses the vehicle equipment (e.g. windshield wipers, lights, heating, ventilation, rear window heating, etc.) according to regulations. If they use driver assistance systems, they do so sensibly and appropriately. When speed adjustments are necessary, braking and acceleration are done in good time and appropriately, and shifting gears is done smoothly. Necessary steering is done smoothly and fluidly. They take the principles of ecological driving into account.

Variations according to specifics of the situation subclasses
No special variations.

Evaluation of the driving sub-task
Above-average performance:

- Complex vehicle operation in an unexpected and/or complex traffic situation

- Optimal use of road traction and speed reductions without brake intervention (as far as it does not concern driving on mountain roads)

Slight errors:

- Wrong gear selection
    - e.g. Driving in the wrong speed range with regards to the environment
- Jerky braking
- No practical steering wheel position
    - e.g. Lacking sufficient control of steering, even though it could have been avoided
- "Angular" steering movements
- Stalling the engine
- Not turning off the engine during prolonged waiting
- Slight rolling back of the vehicle
    - Less than approx. 50 cm
- Lack of engine braking due to incorrect gear selection when driving downhill
- Starting with the handbrake lightly applied
- Incorrect operation of the windshield wipers and lights
- Incorrect operation of the driver assistance systems
    - e.g. Operation of the driver assistance system is carried out insecurely, and is accompanied by increased distraction
- Lack of acceleration due to incorrect gear selection

Serious errors (immediate failure):

- Failure to operate the windshield wipers and lights
- Significant rolling back of the vehicle
    - More than approx. 50 cm
- Extreme delay due to incorrect gear selection
    - e.g. Shifting back to first gear at 30 kph