

**Below is some useful terminology & jargon that you need to be familiar with. You'll hear other ADI's and examiners using this terminology so it's good to be aware so you know what everyone is talking about.**

- Major and minor road

This relates to priority. The major road has priority over the minor road. It's nothing to do with the major road being a 'main road' or an 'A-road' or a 'B-road'. It's nothing to do with how big or small the road is. It only relates to priority. If you are driving on the major road you have priority over traffic on the minor road. If you are on the minor road you don't have priority (typically you'd have a give way or stop junction at the end of the minor road determining that this road does not have priority).

- Open & Closed junctions

This relates to emerging at a T junction.

Open junctions are where you have a good view right and left onto the major road as you approach the end of the road. You have time to assess the traffic as you're nearing the end of the road and if it's safe you can emerge and carry on without stopping.

Closed junctions are where the view is closed off. There will typically be buildings, trees, walls, hedges or parked vehicles blocking your view so have to slow down to a creeping speed in order to look and assess the traffic on the major road.

- Driving faults

- A driving fault (minor fault) is not potentially dangerous and would not result in an immediate fail. For example, the pupil is hesitant emerging at a junction. If this happens once or twice it would just get recorded as driving fault. However, if the pupil is repeatedly hesitant and makes the same driving fault several times then they are demonstrating an inability to deal with certain situations and cannot be regarded as competent to pass the test. So a repetitive driving fault would be considered as potentially dangerous and would result in a test fail.
- A serious fault is a mistake that is potentially dangerous. For example, the pupil did not take effective observation before emerging at a junction, unaware of any other road user who might have been there. Luckily, there were no other road users on this occasion so the pupil got away with it without crashing; but if there was another road user it would have resulted in a crash.
- A dangerous fault involves actual danger. For example, the pupil did not take effective observation before emerging at the junction and completely misjudged both the speed and distance of an approaching vehicle. Therefore you have to brake using your dual brake to prevent the pupil from crashing.

If a pupil gets one or more serious or dangerous faults recorded on their driving test it will result in a fail. If a pupil gets 16 or more driving faults it will result in a fail.

- ETA (on the DL25 driving test report form)

Examiner took action. The examiner had to intervene either verbally or physically to prevent a crash.

- Standards check

Every 2 to 4 years a DVSA ADI examiner sits in the back of your car to check the standard of your tuition.

- Green Badge

A badge displayed in the training car of a fully qualified driving instructor – this is your ADI certificate

- Pink Badge

The badge displayed in the training car of a trainee driving instructor (PDI). This is the trainee driving instructor licence

- SCALP

This relates to parking up at the side of the road and finding a safe, convenient and legal place to pull over.

- FLH

Full licence holder

- Rote learning

This is learning by repetition. Like when you learnt the alphabet as a kid. You'd teach MSPSL by rote. You allow a pupil to practice and repeat MSPSL until they get the hang of it.

- Static Hazard

This is a permanent physical feature of the road - such as a roundabout, bend or junction.

- Developing hazard

This is an active and developing situation where the driver needs to take some action to avoid a collision. Such as a car emerging from a side road in front of you or a pedestrian stepping out from behind a parked car.

- Tyres & Tarmac

Used to describe the clearance between your vehicle and the vehicle you are waiting behind in a queue. You should be able to see the rear tyres of the car in front and a little tarmac.

- Full talk through

This is when you're fully instructing a pupil through a driving task. E.g: MSPSL for left and right turns.

- Partial talk through

You've passed some responsibility to the pupil but you're still giving them some guidance. You're probably instructing them 50% of the time and they're doing 50% for themselves.

- Prompted practice

You've passed most of the responsibility to the pupil and you're only prompting them when you notice they forget to do something.

- Fully independent

You're no longer helping the pupil. They are driving safely and responsibly without your help.

- Independent driving (as listed on the L driver syllabus/progress sheet)

The pupil is not following your directions. They are either following a sat nav or direction signs.

- Briefing

This is an explanation or discussion with your pupil detailing what they are about to practice covering the main learning points. E.g. An explanation/briefing on how to reverse into a parking bay.

- Instructing & Coaching

Instructing: telling the pupil what to do. They listen to your instructions and follow your guidance. Typically this is necessary with a beginner/novice pupil.

Coaching: asking questions and encouraging the pupil to analyse their own driving and solve their own driving problems. In fact, you can still use coaching with a beginner and novice pupil as you'll see demonstrated on later videos.

- Learning opportunity

This is when something occurs that's nothing to do with the lesson plan but it's a new situation for the pupil to deal with. For example, half way through a lesson it starts to rain heavily and the pupil has never driven in the rain before. You'd ask the pupil to pull over and then discuss the risks of driving in the rain, how to safely adapt to driving in heavy rain and how to make the car more visible. Also confirm use of the front and rear wipers.